CROWN ZELLERBACH LOGGERS

BY FINLEY HAYS, WITH LOTS OF HELP
FROM LOTS OF GREAT PEOPLE

COVER PICTURE
PAINTED BY ELDON "OLE" OLIN

BLACK & WHITE SKETCHES
BY GENE PASINI

ELDON 'OLE' OLIN - - - The Loggers Artist. This man Ole has the talent and the material to be a famous painter. He is already a great one. This man could do with brush and paint for the logging industry what Remington and Russell did for the Cattle Industry.

Ole has been around logging for more years than he'll let me divulge. He is a timber cruiser, a logging engineer and has walked, crawled, slid and scrambled over most of the Western Slope. He's good at his work, a real pro.

Ole has been drawing and painting since early childhood. He's practiced, learned, studied and practiced. He has a great talent. He worked on it, honed it, painted, painted and painted. He is an artist concerned with getting his painting technically correct. His cedar trees look like cedar trees. His loggers are real loggers. His methods are the methods being used. No abstract art here but rather a clear correct approach to reality.

Ole is a fine man. Fun! Filled with the power of strong living. He's friendly and has many friends. He's kind and he is decent and he has much courage. He's a man good to be with, anytime and under most any conditions. He's big, healthy, rugged and attractive - - - - but who cares about that?

Ole is a family man. Maybe the best thing about him is the high quality wife that he attracted and kept. Maybe the best thing about him is the fine family that he and Bunnie begat and raised.

I don't know what the best feature is about this man but he has more than a few. He's cooperative. When we asked him to do a painting for the cover of 'Crown Zellerbach Loggers' he immediately said yes and he immediately created the painting 'Above the Forks.' If you like the painting on the cover of this book you can buy a full color re-production from Loggers World. If you'd like to inspect the original painting you can see it at Loggers World. You are welcome to look and inspect. But you can't buy it. It isn't for Sale!!

1970 Christmas
To Dad
From
Dave

1870-1970
Foundation for the Future
Crown Zellerbach Centennial

CROWN ZELLERBACH MARKS 100th ANNIVERSARY IN 1970

The company's orgins can be traced back to two parallel movements in the early days of the West. The first was a modest paper jobbing venture started in 1870 by Anthony Zellerbach, a middle-aged immigrant from Bavaria, who failed to make his fortune in the Gold Rush and moved to San Francisco in 1868. His first place of business was in a basement at 217 Front Street.

The second movement was the effort to build paper mills to provide newsprint on the West Coast, also in the 1860's and '70's. From these pioneer mills emerged such manufacturing companies as California Paper Company, Willamette Pulp & Paper Company and Crown Paper Company which later merged and eventually - - in 1928 - - combined with the Zellerbach interests to form Crown Zellerbach Corporation.

Crown Zellerbach Corporation, which began in a 15 by 15 foot basement room in San Francisco and grew to become a $900 million a year forest products company, celebrates its 100th anniversary this year.

* *

NOTICE! ! !

This book, Crown Zellerbach Loggers, is not an official Crown Zellerbach Publication. Although we have enjoyed the finest type of cooperation and hospitality by Crown Zellerbach the book was written and published by the people of Loggers World, Inc. Any mistakes made in this book are ours alone and Crown Zellerbach does not deserve any of the blame.

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P. O. BOX 1006
CHEHALIS, WASHINGTON 98532

INTRODUCTION - - - CROWN ZELLERBACH LOGGERS

Loggers World is very happy to be the Publisher of this book. We have enjoyed our meetings and the chance to talk with these loggers. We hope we can do so many many times as we meet photograph and talk with more logging men.

Our business is being concerned with what "concerns loggers."

Our pleasure is our business. Our hobby is working with loggers.

Our hope and aim is to bring to the public a true picture of these superior men; to establish communication with each other and with others and to attract more good men to the industry. In all of these things we intend to have a bit of fun while going about our appointed tasks.

***

"CROWN ZELLERBACH LOGGERS" - - - - there are thousands of them. Crown Zellerbach Loggers cross State Lines and National borders. They are found logging in many states and in many countries. We are concerned mostly with some of the loggers in the Crown Zellerbach Northwest Timber Operations.

In Logging you need trees, roads and a market for those logs. Crown Zellerbach has the trees the roads and they make many different products from the trees. Above all they are planting and raising the next crop of trees, in many places they are now logging the second crop and in some instances the third crop. Usually they process their own logs.

In Logging you need men and machinery. Men to organize, to engineer and to plan. Men to fall and buck the trees for the best and greatest recovery of the highest grades. Men to build the roads. Men to get the logs out of the brush, out of the swamps, out of the canyons, down off the steep sidehills and load the logs onto trucks. Men to haul those logs. Men to sort those logs. Men to boom and raft those logs and send them on to their proper destination.

And every time you have men you need machinery. Technical sophisticated machinery built for the particular job.

This blend, the men and the machinery, stirred up with the difficult country where the timber is growing calls for a unique and fitting sort of man, a man to go along with the special machinery he needs for his special useage.

In a way logging could be called material handling because the whole object is to move logs from where they are to where they are needed. Material handling but what material. These logs don't come in boxes or bales. Material handling but what a place to handle the material in.

This Pacific Northwest is unique for its timber growing capabilities. At one time in the past it grew everywhere, in the valleys and in the mountains. First came the loggers and they logged the valleys. Tight behind them came the men and families to make farms of this logged off land. Many of these farmers settled the land before it was logged and burned off the standing timber so they could raise crops to feed their families. Millions and millions of board feet of timber, the finest kind, was ruined in this manner. Behind these settlers came the towns and villages. They built buildings and they constructed roads and they made homes. On ground that at one time raised timber.

As the valleys were taken over the loggers were forced into the mountains. As they cleared the sidehills of timber the movement in settling the land was right behind them. Small farms were everyshere.

This usually left only the ground that could not be settled nor farmed for timber producing land. As the new crop of timber struggled to come back and to reproduce on much of the land it was jerked out, dug out, chopped down and burned. There was a more important use for this land.

Eventually small farms were no longer economical so much of this once farmed land was abandoned as the movement to the cities was strong. This land then raised wild tangles of vines and brush. It was too far from the seed source to reproduce good timber naturally.

As times and needs changed many forward looking individuals and companies began buying up this non producing land and planting it back to what it raised best - - - - Trees - - - - to what we needed most - - - - Trees.

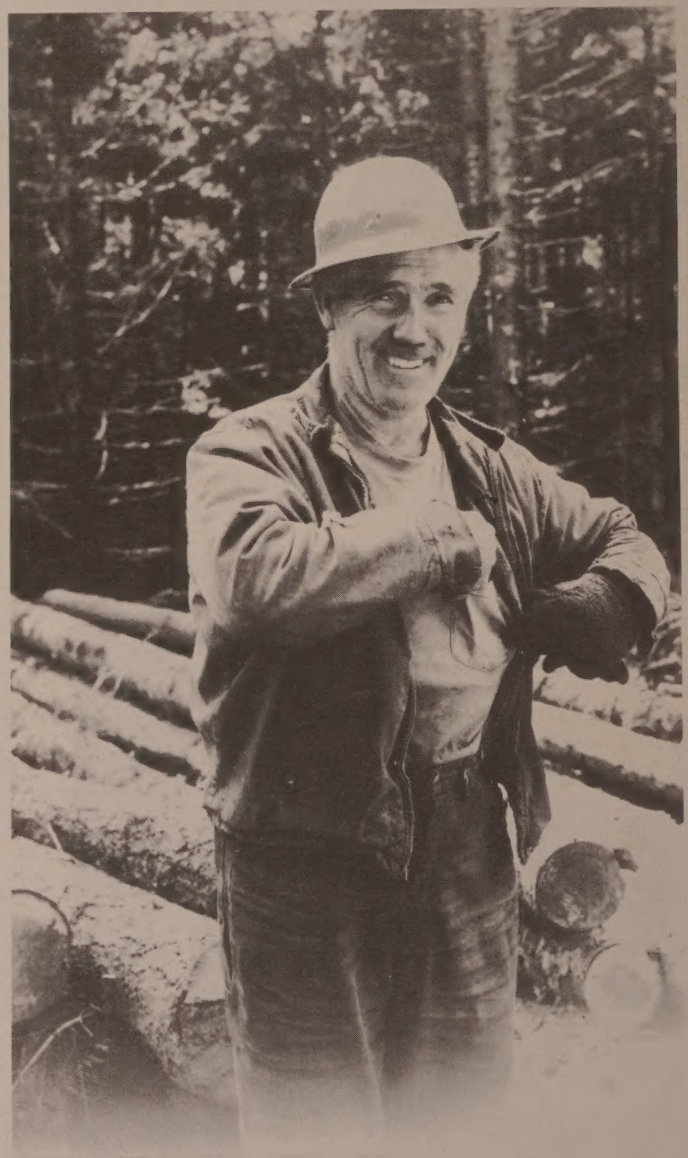
Thus came into being Tree Farms. Crown Zellerbach operates many Managed Forests. Forests that are harvested wisely, planted back to timber steadily and forests that will always be there raising "Trees Forever."

In this view you could say that the Loggers are Harvesters. But what a crop to harvest!

There are many reasons that a logger must be an extra ordinarily good man. The physical effort required to do much of the work is very demanding. The hours he puts in are long. An eight hour producing day with a crew truck ride before and after. The weather he works in ranges from dry to sopping wet, from hot to cold. He's out in it all.

Logging fits together in such a way that it urges a man onward. To always do a little better. The competition between men, between sides, between operations is very keen. The man works the machinery. He works to get everything out of the machine that the machine is capable of. Thus he must constantly work harder, work smarter and extend himself a little more. He improvises, improves, changes and works toward more production, better production and safer production. It's a race that has no ending except that it is marked by days, acres, scale, number of loads, and miles of roads constructed. This day and this week and this month is marked against what has gone before. It is compared with how other crews or companies do it. A constant search for a better way, for a faster way, an easier way, a safer way goes on and on - - - - maybe forever.

Logging demands the best. Logging gets the best.



STAN CHANDLER is a happy man that works for Crown Zellerbach Stamm Managed Forest. Stan runs machinery, drives truck - - - you name it - - - he's done it. His son, Frank Chandler, is a hard working young man who is a contract logger for Crown Zellerbach on the Stamm Managed Forest.

IT TAKES MEN TO GET LOGS

CHOKERMAN CURTIS KLOCK HURRYING AFTER RIGGING SLINGER JOHN STONE. CURT & JOHN WORK FOR CARL DANIELSON ONE OF THE C.Z. CONTRACTORS.

FALLER G. BROCK. USUALLY BUCKS BUT FELL THIS TREE FOR THE FALLER.

BULLDOZER OPERATOR PETE VINTON.

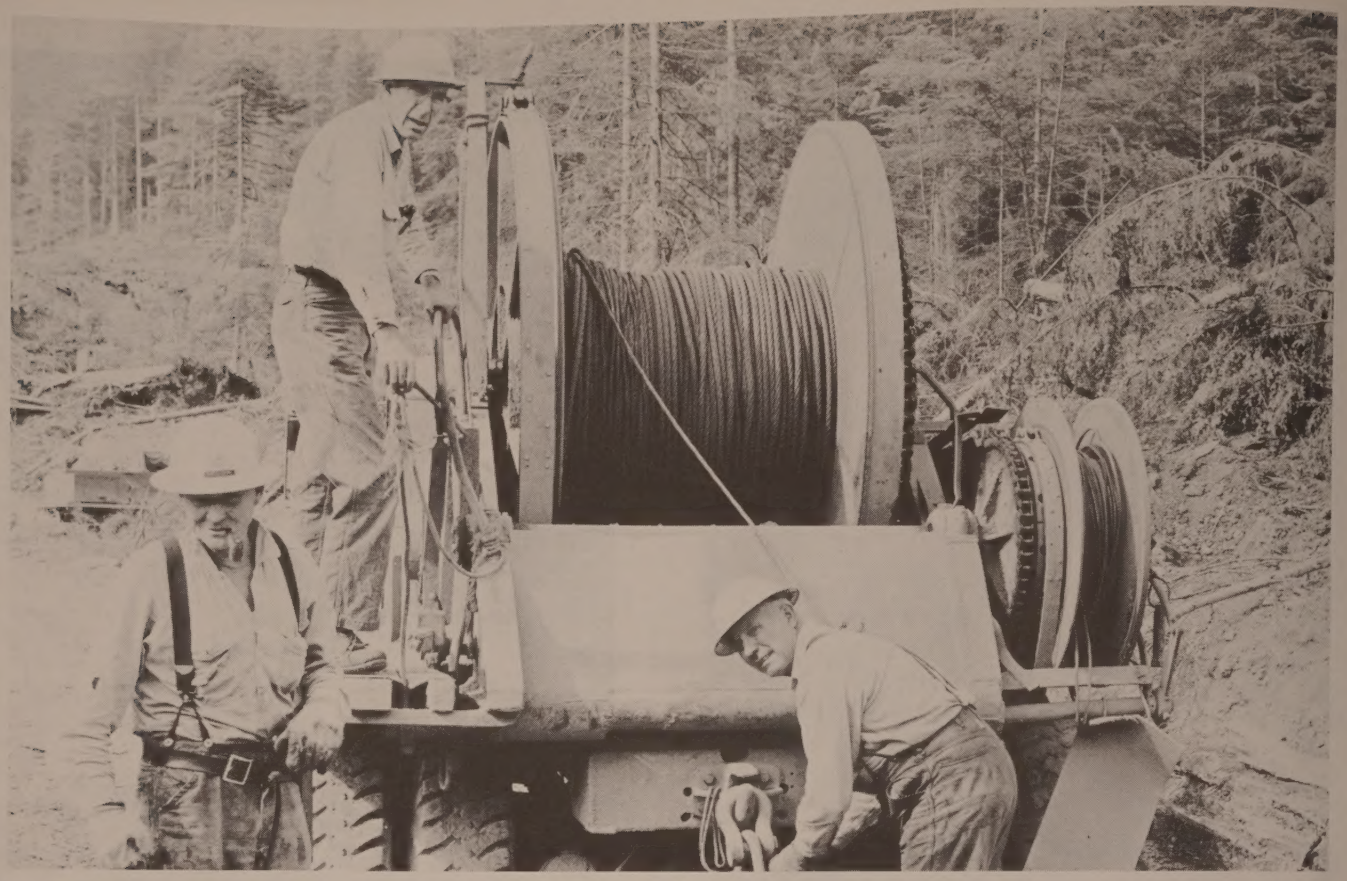
SECOND LOADER ELMER JOE.

TRUCK DRIVER ROLLAN WOODWARD.

HOOK TENDER EARL BLEVINS.

LOG LOADER OPERATOR NEWT DAWLEY.

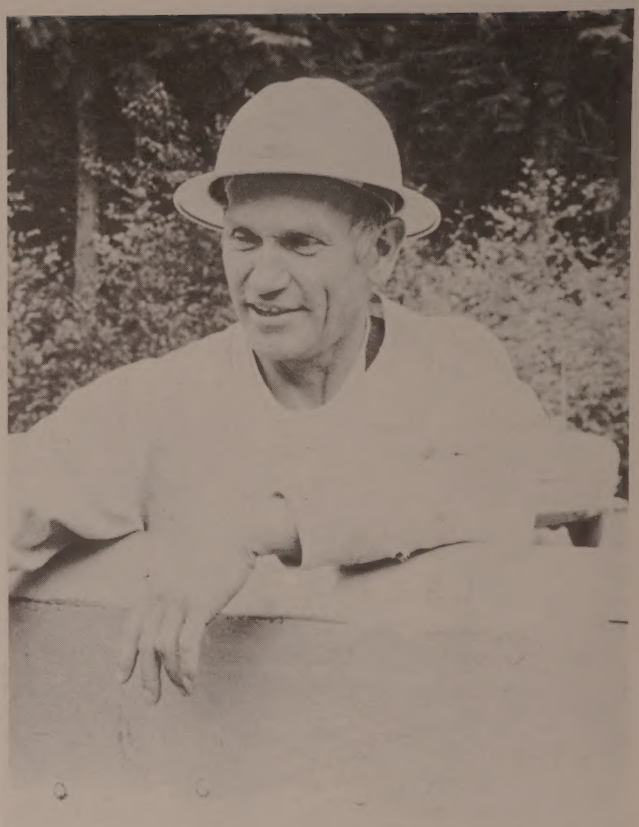
TD - 25 DRIVER CARL DANIELSON, C.Z. CONTRACTOR.



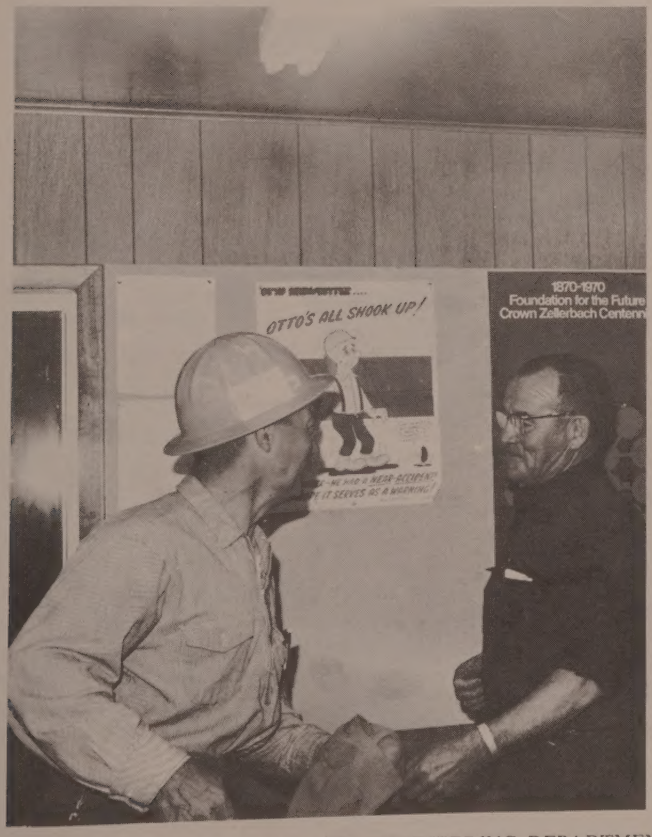
RIG UP CREW . . . ON THE MACHINE IS DON BALDWIN THE LINE TRUCK OPERATOR. ON THE GROUND TO THE LEFT IS YARDER HOOK - TENDER EARL BLEVINS. ON THE GROUND TO THE RIGHT HOOKING A BLOCK TO THE LINE TRUCK IS RIG UP HOOKER FRANCIS HILDEN. (35 YEARS FOR C.Z.)

RIGGING CREW. FROM THE LEFT: CHOKERMAN JOHN MORRISH, RIGGING SLINGER HARRY WYLAND AND CHOKERMAN CARLO STUBBS.

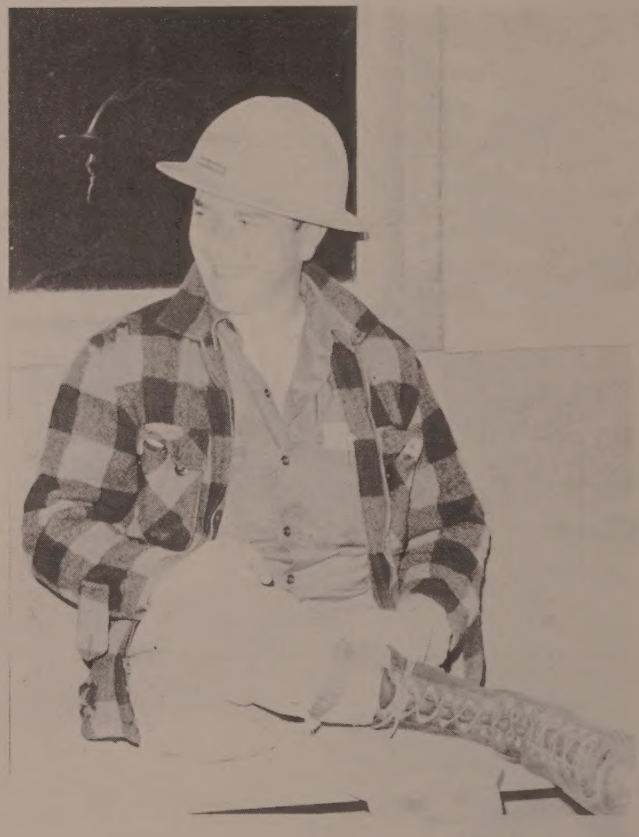
WOODS BOSS AL WIITALA



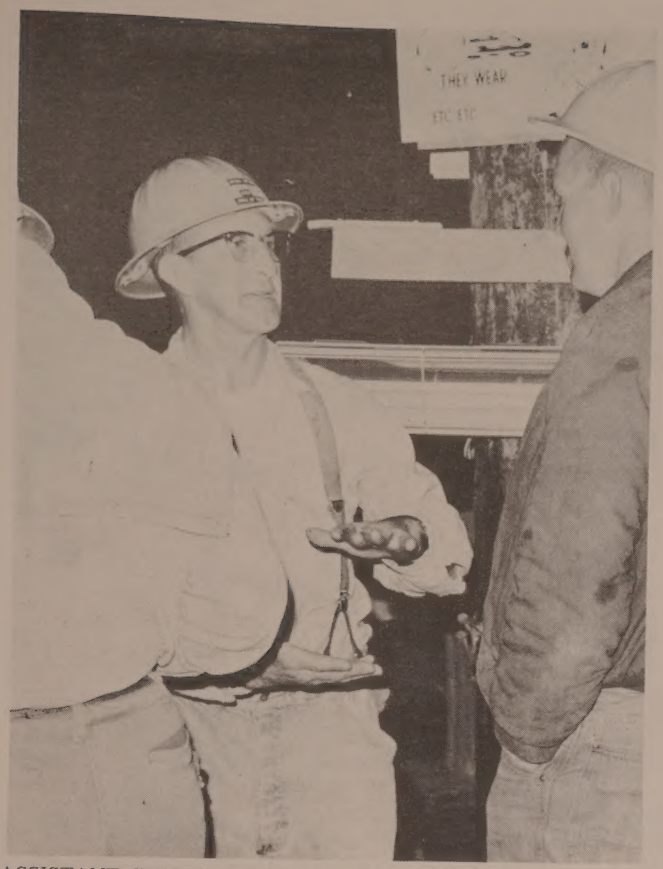
ROAD CONSTRUCTION BOSS DON GERBER.



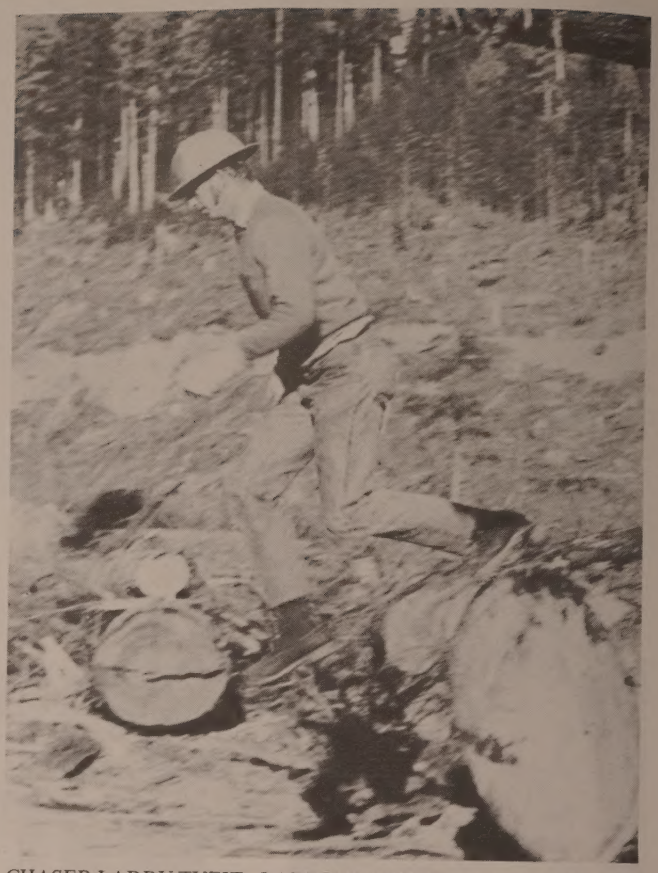
HEAD OF THE FORESTRY AND ENGINEERING DEPARTMENT WALT WICKMAN TALKING TO GENE SPONGBERG. GENE IS EQUIPMENT MAINTENANCE AND DEVELOPMENT SUPERVISOR FOR CROWN ZELLERBACH, NORTHWEST TIMBER OPERATIONS.



ASSISTANT CUTTING FOREMAN MIKE FISHER.



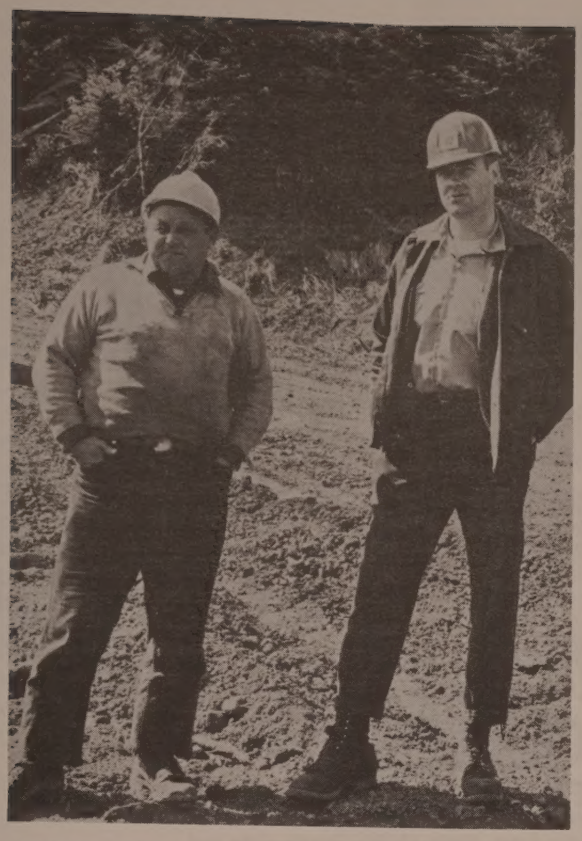
ASSISTANT WOODS FOREMAN QUINT WYLAND. HE HAS A STICKER ON HIS HAT WHICH SAYS "HALF BULL OF THE WOODS."



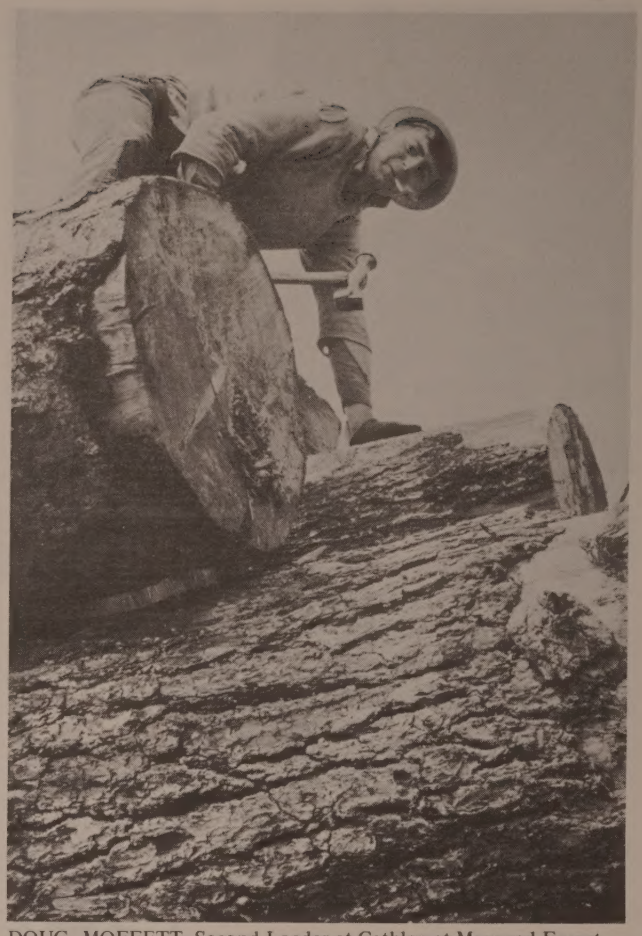
CHASER LARRY TVEIT. LARRY IS JUST FILLING IN CHASING THIS DAY. HIS NORMAL JOB IS PILOTING A RUBBER TIRE CLARK RANGER SKIDDER.

SECOND LOADER JIM GIBSON WHO IS BUCKING A LONG LOG ON THE LANDING.

GRAPPLE YARDER HOOK TENDER FRANCIS EDMONSON FROM CATHLAMET MF.



WOODS BOSS RAY KNOPSKI AND ASSISTANT MANAGER EVERETT McDANIELS FROM CATHLAMET MF.



DOUG MOFFETT, Second Loader at Cathlamet Managed Forest.

Ray Knopski is a Crown Zellerbach thirty year man. He has been Woods Foreman for Crown Zellerbach since he got out of the service in World War number two.

I'm told that he is an avid sports fan and hardly ever misses a high school athletic contest. He is torn in his allegiance between where he lives (Cathlamet) and the Naselle hi-school. (His son-in-law works for Weyerhaeuser and lives in Naselle).

Like many good loggers the job is of utmost importance to Ray Knopski. He is at the office at five every morning. Sorting out crew buses and dispatching the crew. Before he leaves the woods in the evening he checks in the second shift, or night grapple yarding crew. Makes sure everything is working right before he comes back to the office. Thus he gets back to headquarters after six most evenings. A man totally committed to his work.

Everett McDaniels, Assistant Division Manager, has been with Crown Zellerbach for many years and has done a fine job at all tasks assigned to him. Everett is a graduate of Oregon State and is a man that knows his business both ends from the middle. Everett transferred from Seaside to Cathlamet almost ten years ago. Worked at Cathlamet as Contract Logging Supervisor before being promoted to Asst. Division Manager.

JOHN STONEMAN, Rubber Tire Skidder Operator at Clatsop Managed Forest.

MECHANIC BILL HOPKINS.

Slim Schrager and Wally Nutter receiving an Award. Slim is now Manager of the Clackamas Managed Forest. Wally is the Manager of the Cathlamet Managed Forest.

MECHANIC JOHN HEIKKILA.

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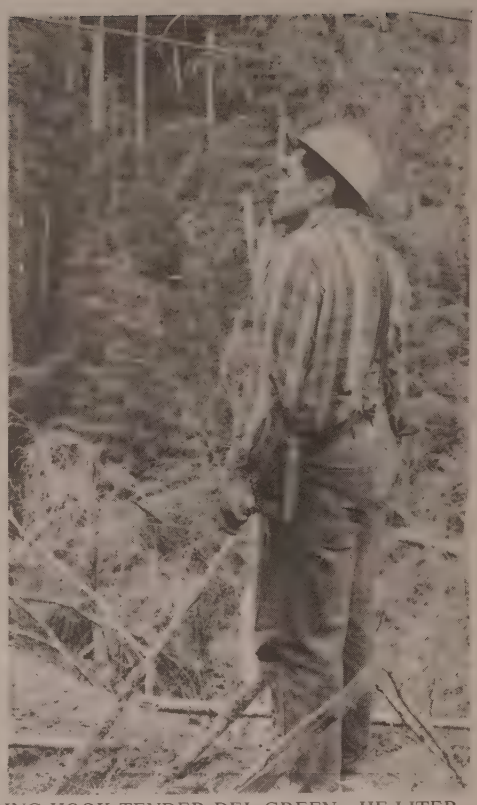
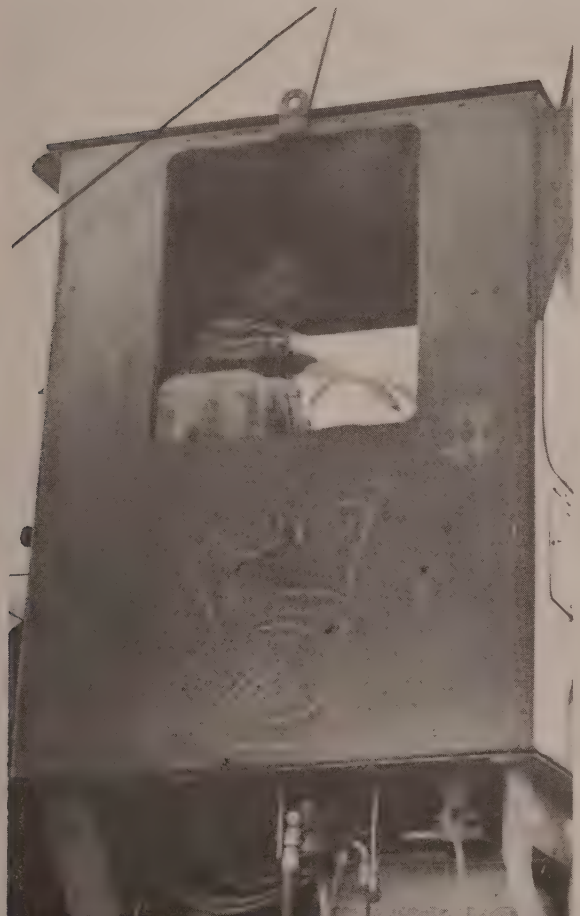
LOGGER GARY FISHEL NOTCHES STUMP FOR TAIL HOLT ON SKY-LOK GRAPPLE YARDING OPERATION. MIKE CROWLEY IS THE OPERATOR OF THE SKY-LOK GRAPPLE YARDER.



GRAPPLE YARDING HOOK TENDER DEL GREEN. HE LITERALLY TALKS THE GRAPPLES ONTO THE LOG. TALKS TO THE GRAPPLE ENGINEER, MIKE CROWLEY, BY TWO WAY RADIO.



LOG TRUCK DRIVER ELDON SHOFSTALL WHO IS FILLING IN AS ENGINEER ON THE BERGER TOWER.

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A look at a landing at one of Crown Zellerbach's operations thru the eyes and by the talented hands of artist Gene Pasini. Notice the detail, every one of them right, in this fine pen and ink sketch.

Gene Pasini is a commercial artist who likes to sketch logging scenes. We are glad he does!

We are proud to bring you this sketch and more by this talented young man on other pages of this book.

CHASER NEIL PARKER ON THE V.I.E.W. TOWER SIDE.

FALLER DON RAND SHARPENING HIS CHAIN AT CLALLAM.

GRAPPLE LOGGERS AT CATHLAMET MF. FROM THE LEFT IS FRANCIS EDMONSON, CARL COTHREN AND NORMAN WIEBE.

HD-41 *when nothing else is big enough.*

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Picture upper left: Sorting Yard at Cathlamet MF. Clyde Jones and Devere Miller. They put the bundles of log in the water with the "Log Eater." Picture above: Scaler at Cathlamet MF sorting yard here is Hans Fluckinger. Picture Below: Nite logging Grapple Yarding crew at Cathlamet MF is Carl Cothren and Eddie Olson. Eddie operates the Sky-Lok Grapple yarder. Carl works out in the brush.

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CLALLAM MANAGED FOREST

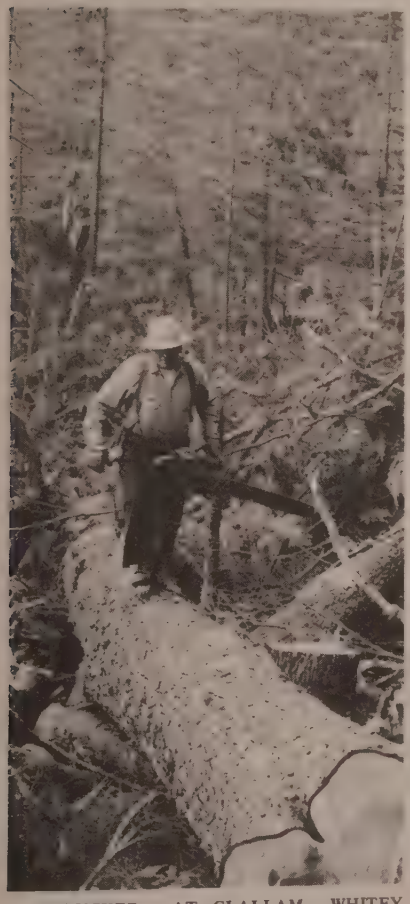
The Clallam Managed Forest is perched on the North Western tip of the Olympic Peninsula. A place where it rains, as much as 130 inches a year. A rather isolated place, 70 miles over lousy roads, to Port Angeles. The cost of living in this area is higher than on the mainland. Freight charges account for some of this higher cost of living.

There are compensations for living in the Sekiu, Neah Bay area however. Especially if you like fishing, hunting and boating. This is good Elk country, fine steelhead fishing and world famous Salmon fishing. Almost every male Homo sapien in the area indulges in these outdoor sports.

During the summer months tourists are everywhere. Most of them after the large Salmon in the salt water. Those poor truckers who haul on the public highways make their way thru normal obstacles with the added obstacles of Camper, Trailer houses and land going boats as well. They either develop an extra ordinary patience or go stark raving mad.

The Clallam Managed Forest formerly went by the name of the Neah Bay Tree Farm. In fact you may see signs in the area calling it the Neah Bay Tree Farm. All Crown Zellerbach Tree Farms are due for a name change. They will be referred to as Managed Forests. The reason for this is that the term Managed Forest fits the activities of what is actually happening better and closer than Tree Farm.

For a more complete story about the Clallam Managed Forest we have brought you the information contained in a booklet labeled "Clallam Managed Forest" as put out by Crown Zellerbach. It tells the complete story with some area background.



LOG BUCKER AT CLALLAM WHITEY HALTTUNEN. BUCKS FOR DON RAND.

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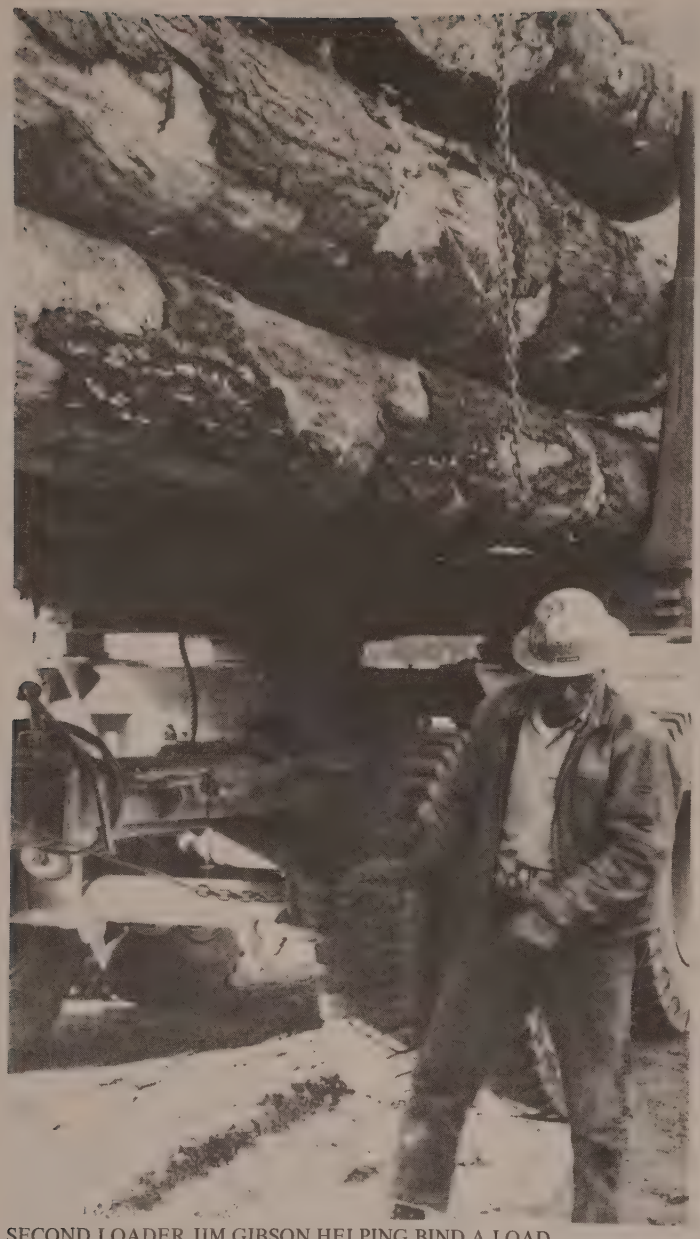

SECOND LOADER JIM GIBSON HELPING BIND A LOAD.

A SET OF BUTT RIGGING LAYING AT REST.

CLALLAM MANAGED FOREST Cont.

LOCATION AND FOREST TYPES

Crown Zellerbach's 70,000 acre Clallam Managed Forest is the westernmost tree farm in the United States, and on January 20, 1942 became the second forest property to receive the coveted tree farm certification by the American Tree Farm System. The westerly edge of the managed forest is located along the Pacific Ocean, extending south from the Makah Indian Reservation boundary to Coal Creek; the northerly boundary is formed by the Strait of Juan de Fuca and the Makah Indian Reservation; the easterly edge lies east of the Little Hoko River, and the tract's southern boundary reaches near Big River in the west and to Ellis Creek in the east. The primary tree species on the 109 square mile managed forest are Sitka spruce, western hemlock, Douglas fir, western red cedar, white fir and red alder. The managed forest's average annual growth figure is about two cords, or 860 board feet per acre per year.

FOREST ECONOMICS

The Clallam Managed Forest provides jobs for 180 Crown Zellerbach employees who receive $1,700,000 in wages annually. The company's logging, road building and trucking contracts provide work for an additional 60 men. Payments to contractors amount to approximately $2,000,000 each year. Locally, the company purchases more than $500,000 worth of goods and services necessary to the operation of the managed forest. This figure does not include equipment and supplies purchased by contractors working on the managed forest. To obtain the best use for every tree harvested, the company sells logs to nearby plywood plants, lumber mills and shingle mills, thus helping to provide these forest industries with a dependable raw material source. Besides pulpwood and sawlogs, the managed forest produces evergreen, huckleberry and salal floral brush. These products are sold to local manufacturers and processed in nearby communities. Land and timber taxes paid by the managed forest help support schools and the services of municipal, county and state governments. In Clallam County, Crown Zellerbach, with its Port Angeles mill, western portions of the Olympic Managed Forest, and the Clallam Managed Forest, is the second largest taxpayer.

HISTORY

Untold centuries ago an Indian lifted a crude stone axe and struck at the trunk of a towering cedar. For days he matched his strength against the base of the brown clad monarch until at last the tree toppled near the pounding surf in T'set-se-la-litz (country of the sundown). Giving thanks to Kle-sea-kark-te (the sun) for his divine assistance, the primitive artisan then began the laborious task of shaping a whaling canoe from the fallen giant. Previously his fellow tribesmen had depended upon the wild south wind (too-lux) (Salish dialect word used by most coastal tribes) to topple their prized canim (Chinook word for canoe) trees, but the winter had been mild and few cedars worthy of the canoemaker's adze fell during the infrequent storms. This man was Neah Bay's first logger. His mighty effort was seldom imitated by his clansmen, for their crude stone, shell and bone tools were scarcely equal to the task of felling the huge cedar, spruce and hemlock lining the Pacific coastline. The howling ocean gales usually provided more than enough wood. Though they seldom ventured into the forests save for brief hunting forays, religious fasts or burials, the Makahs depended upon their heavily wooded shores for the essentials of their culture. Master carvers possessing the same rare talent for design found among all the warrior tribes along the Alaska and British Columbia coastline, the Makahs used wood as a medium of artistic expression, and for the basic utensils of their daily living.

D - 9 DRIVER MEL ARNDT AT CLALLAM MANAGED FOREST. MEL RUNS CONSTRUCTION CAT. HIS GROUND MAN IS ROY SMITH.

HOOK TENDER WHO IS RUNNING YARDER THIS DAY VIC BROWN, JR.

The term "Stone Age" cannot be applied to the Makahs, for theirs was truly an age of wood. As the taro or "breadfruit" tree yeilded the food staple of Polynesia, the cedar tree with its soft, easily-worked fibers and sinewy bark, provided the Makah with material for his clothing, housing and ritualistic requirements. Wood found a use in every element of tribal life . . . classic cedar totems, canoes and longhouses . . . delicately carved maple spoons . . . elegantly tooled alder dishes . . . decorative spruce and hemlock body ornaments . . . stout fir harpoons and supple yew bows. The "Kloqually" (wolf ritual or winter ceremony) masks, rattles and staffs were intricately shaped from cedar, spruce, white fir and alder. These grotesque, demon forms were the visible symbols of the Indian's supernatural world. Though presented in a wood sculpture that was basically recognizable as animal or man, the masks represented the spirit that possessed the dancer and the Kloqually rite was their only method of dispatching these evil spirits to the far corners of the world.

When the fur trading ships began to visit the Makah villages, many an awed captain entered descriptions of the Indian longhouses sided by enormous cedar planks in his ship's log. Modern do-it-yourselfers have difficulty comprehending the effort required to split and roughly plane these four-foot broad boards with stone implements. As a few whites began to settle near the reservation, lumber for their homes and other buildings was hauled from Puget Sound mills by ship. Soon lumber schooners began to ply the turbulent waters at the head of Juan de Fuca's strait and the Makah was introduced to machineplaned lumber. They seldom purchased it, depending instead upon a constant supply from nearby shipwrecks which deposited deckloads of lumber on the beaches. Wood warmed the lonely lighthouse keepers on the wind-ravaged Tatoosh lighthouse station. Wood fueled the spunky revenue cutters as they busily sailed in and out of the white-capped pocked coves dotting the long strait.

Sporadic logging was carried on by some of the early settlers in the region around Lake Ozette, but this was principally land clearing. The first sizeable commercial venture was launched immediately after World War I ("History of Neah Bay Tree Farm," C. H. Willison, Assistant Chief Forester, Crown Zellerbach Corp.) when Bloedel-Donovan began logging by railroad in the Hoko River country on what is now the eastern portion of Crown Zellerbach's Neah Bay Managed Forest. Before B-D's railroad was completed, Alston Fairservice, a western Clallam County pioneer, logged Douglas fir and chuted it down the steep slopes into the Hoko, then splash dammed the logs down to the river entrance. The Campbell Mill Company developed the mouth of the Hoko in the early twenties and built a short rail line which went a mile or two up the west side of the stream. They installed a breakwater and dredged the mouth to permit assembling and dispatching of log rafts.

Washington Pulp and Paper Company, a subsidiary of the Zellerbach Paper Company, acquired 99-year cutting rights on land in the Sooes River country south of the Makah Reservation, in 1920. The pulp and paper concern soon owned a township of timber east of the reservation. In 1926, a pulpwood logging company was formed to handle a timber sale contract on the Wy-atch Unit of the reservation. The firm was later purchased by Washington Pulp and Paper. A narrow gauge railroad, running southwest along Wy-atch Flats, delivered four-foot wood logs to Neah Bay. A sub-contractor sent similar size pulp to the Sail River Dump via a flume. All this production was delivered to Washington Pulp and Paper's Port Angeles mill (now Crown Zellerbach's Port Angeles division) via barge. In 1928, Zellerbach Paper and Crown Willamette merged and in 1930 a chipping plant was installed at Sail River Camp on Neah Bay. Here short logs were converted into chips and barged 70 miles down the strait to the newsprint mill in Port Angeles harbor.

In 1932, work commenced on a standard gauge railroad line. A year later, a seasoned young logger named Nichols, with pine, redwood and Oregon fir experience, arrived to superintend the change from a pulpwood cutting program to a major logging show. Charles (Charlie) Nichols guided the expanded operation through the turbulent

depression era. The chipper was closed and the building became a locomotive repair center, and later was converted into a truck shop. In the early thirties the first tractor logging began with 60 HP gasoline powered units operating on a setting near Sail River. Truck hauling made its debut in the Sail River area in 1932-33.

By 1946, plans to replace railroad logging with trucks were well under way. The transition from steam locomotives to diesel trucks was completed the following year. In the immediate post-war period, the company leased the Navy quarters adjacent for its new headquarters camp. Continuing improvements on the operating facilities were accelerated and a booming and rafting facility was installed along the jetty extending from the shore to Waadah Island. In 1959, the boom was extensively modernized, and the following year, a large truck and equipment repair shop was erected just south of the reservation boundary on the Sooes mainline. In 1961, the company built a new administrative headquarters at the mouth of the Hoko River. During this period the family camp homes were purchased by Crown Zellerbach personnel and other residents of the area. Company lots were sold to employees and a bright, new community was arisen along Highway 9A from Sekiu to Bullman Beach. Early in 1963, a dry log sorting yard, designed to increase utilization of all sizes and species of logs produced on the managed forest, started up near the community of Neah Bay.

FOREST MANAGEMENT

The Clallam Managed Forest holds the proud distinction of being the second forest unit certified as a member of the American Tree Farm System on January 20, 1942. This industry-sponsored program is hailed as the most significant forest conservation movement ever undertaken in the United States. Today there are 25,000 certified tree farms covering some 60 million acres in the national program. In Clallam County 22 tree farms, ranging in size from farm woodlots to large industrial ownerships, have earned certification. One of every two acres of privately-owned, commercial forestland in Clallam County is enrolled in the tree farm program. Crown Zellerbach manages its timberland much as a farmer crops his fields and with constantly improving equipment and methods seeks to more fully utilize the wood it grows. With a long-range policy of cutting no more timber from its Pacific Northwest woodlands each year than nature replaces by growth, the company feels it can assure a continuous supply of wood for the future.

LOGGING

Clallam Managed Forest loggers fell trees with power chain saws. Tractors and high lead systems yard (pull) the logs to the truck loading point (landing). Portable loaders load the logs on diesel log trucks which haul them to the Neah Bay log sorting yard, where the logs are separated according to species and grade. From the sorting yard the logs are sent to the Neah Bay rafting and booming grounds. At the boom, they are strapped with steel bands, picked off the truck as a single unit and lowered into the water. These "asparagus" bundles are then made up into rafts and towed 70 miles by tugboat to the company's Port Angeles pulp and paper division on Ediz Hook in Port Angeles harbor. Other logs, primarily cedar salvage logs, are trucked to nearby sawmills and shingle mills.

PRE - LOGGING

Removal of "understory" or small trees under the crown of larger trees which are slated for later harvest is done by pre-logging. The loggers take out this smaller timber before beginning the regular logging operation. If left, these trees would be damaged or broken by the falling and yarding of larger trees during harvesting. Pre-logged trees are used almost entirely for pulpwood.

From left to right is Eugene L. Boucher (Bucker) and Oscar Sage (Faller) right after they fell a big fir tree. The stump measured 12 feet and four inches across. They fell the tree with the Stihl 090 Chain saw Oscar is holding in the picture. They also used about a dozen wedges in order to put this expensive high quality tree in the best place. It saved well - - - - - - a credit to these two men.

Assistant Cutting Foreman Mike Fisher figured there was about forty thousand feet of scale in this tree to the limbs.

This operation at Clallam Managed Forest concentrates upon falling and bucking to save the timber and to buck the trees into the highest grade logs possible. The scaling and grading book is their bible. Each of the cutters have a brief outline of the scaling and grading rules. These rules are printed on a hunk of paper about four inches by five inches and pasted on their hard hats. All of Crown Zellerbach's operations pay close attention to getting the highest value from each log.

The Clallam Managed Forest have 11 sets of fallers and buckers plus two sets of fallers and buckers working on contract.

They limb three sides of the logs in the woods. In this limby brush timber this saves a lot of brush accumulating on the landings. Enough brush gets there in spite of all the efforts to leave it in the woods to rot and go back to the soil.

The falling saws in this outfit are the Stihl 090's and Homelite 2100's. They use Oregon half inch pitch Chisel chain on the Stihl chain saws and Oregon .404 chisel bit chains on the Homelites. Chain used on the bucking saws is the Carlton three eighths pitch round tooth chain.

Mike Fisher says that this operation is one of the leaders in attaining the highest value from the timber.

HOOK TENDER CARL JUDGE TALKING TO QUINT WYLAND.

TRUCK DRIVER BERT WARNOCK.

ROAD SYSTEM

Access for fire suppression, insect and disease control, hunting and fishing, and efficient transport of harvested timber are made possible through the extensive road and bridge system on the Clallam Managed Forest. The rock roads of permanent allweather construction provide maximum year-around employment for local loggers. A large expenditure in forest roads must be made far in advance of logging. First step in the three-year process of road development is obtaining topographic surveys and engineering estimates. In the second year, the road bed is cleared and the right-of-way graded. The road bed is then allowed to stand one year to obtain natural compaction from rainfall and snow. Rock ballast is applied three years after the project appeared on the engineer's drafting board. Maintenance of these forest roads is a necessary and never-ending project requiring substantial amounts of labor and capital.

REFORESTATION

Natural reseeding is the most effective method of growing new trees. Where a seed source is lacking, brush encroachment threatens, or fire has damaged soils, CZ foresters resort to hand planting or aerial seeding to restore forest growth. Hand planting costs about $25 per acre and aerial seeding costs approximately $12 per acre. Hand planting began on the Clallam Managed Forest in 1942. About 5,000 acres have been restored to forest growth on this tree farm by hand planting or aerial seeding.

RESEARCH

A seed orchard of 1,210 Douglas fir seedlings grafted with cuttings (scions) taken from prime Douglas fir trees was installed on the tree farm in 1961. These grafted specimens will produce a crop of elite seeds for planting in 8 to 12 years. The company maintains similar seed orchards on other Northwest managed forests. The staff of Crown Zellerbach's forest research laboratory at the company's Central Research Division, Camas, Washington, collaborates with Clallam Managed Forest foresters on continuing research programs on growth rate, harvesting cycles and soil.

FOREST INSECTS AND DISEASE

Destructive insects and diseases are always present in the forest, but only one outbreak of any size has been recorded on the Clallam Managed Forest. In 1947 a hemlock looper outbreak occurred on the south fork of the Sekiu River and on a section of the Little Hoko River. Within the next few years the timber killed by the insects was harvested. This prompt sanitation logging prevented the outbreak from reaching epidemic proportions. The catastrophic windstorm of October 12, 1962, which ravaged much of the Northwest, did not strike the Clallam area.

CONE COLLECTING

Cones collected by local residents on company lands are purchased for use in the company's reforestation program. These cones are shipped to Crown Zellerbach's Vernonia, Oregon, seed processing center where the seed is extracted, dewinged and cleaned. Processed seeds are planted on the forest industries' Col. W. B. Greeley Nursery near Olympia, Washington, or are used for aerial seeding. Seeds that produce the tree farm's huge spruce, hemlock and fir trees are very small. It takes 42,000 Douglas fir seeds or 297,000 hemlock seeds or 210,000 spruce seeds to make a pound.

SNAG FALLING

Loggers and Foresters call dead, barkless, standing trees "snags." They are mute reminders of past windstorms, forest fires, or insect attacks. Because the tops of these snags are dead and dry, they

ignite more easily than green timber and are especially vulnerable to lightning strikes. A burning snag is like a torch, a strong wind can send sparks and embers flying through the air for half a mile or more. To fireproof the Clallam Managed Forest, all snags in logging areas are felled. To date, more than 100,000 snags have gone down under the faller's chain saw on the managed forest.

FIRE HISTORY

Two major fires have occurred on the Clallam Managed Forest and neighboring Makah Indian Reservation forestlands in the last quarter century. In the fall of 1936, a fire burned over 1,300 acres on Crown Zellerbach land and 400 acres on the Reservation. Most of the loss was on cutover lands and the Indian Service promptly restocked the burn. In November, 1952, another slash blaze covered 4,000 acres of slash and alder land on company and Makah lands. Occasional fires have occurred since the 1952 burn, but prompt suppression efforts by company loggers have minimized the losses.

FIRE EQUIPMENT AND COMMUNICATIONS

During the long dry season from spring until late fall, every managed forest employee is on constant watch against fire. These loggers are skilled in the latest fire suppression methods and on a moment's notice can switch to fire-fighting duties. A considerable investment has been made by the company in developing an effective fire-fighting system at Neah Bay. In addition to the extensive road network, the managed forest has its own well-equipped, fire-fighting force. Equipment maintained here for this purpose includes: Seven 750 to 3,200 gallon tank trucks; six 500 to 4,000 gallon tank trailers; one 750 initial action piece with two 200 gallon fog units; five 3,000 gallon portable tanks; three filler pumps; eight portable fire pumps; three miles of one-and-one-half inch fire hose, and hand tools. All of this equipment is kept in top operating condition so it can be used immediately to combat and quell any fire outbreak. The Clallam Managed Forest's two-way high frequency radio system operates on 49.12 megacycles. The company maintains one base station on the eastern end of the managed forest, five remote, 20 mobile, and 3 portable units.

FIREWARNING SYSTEM

The Washington State Department of Natural Resources maintains a 90-foot steel lookout on the summit of Sooes Peak on the Makah Reservation and a 40-foot tower atop Sekiu Mountain. These units serve the adjoining Clallam Managed Forest lands as well as those of other forestland owners. There are several company weather recording stations equipped with basic weather observation instruments scattered throughout the tree farm. On peak fire danger days, airplanes fly patrols over the tree farm looking for fires which cannot be observed from the lookout. Closure of logging operations occurs when local humidity reaches 35 per cent on calm days and at higher humidities when strong winds and low fuel moistures result in dangerous burning conditions.

RECREATION
LAND USE POLICY

Every year many sportsmen hunt and fish on the Clallam Managed Forest as guests of Crown Zellerbach. This is part of a long-established company policy of encouraging multiple use of its forestlands for timber harvesting, watershed management, and recreation. The Clallam Managed Forest is open to sportsmen during hunting season except where fire conditions are hazardous. Fire closures for hunters and fishermen are based on class of day, weather forecasts, time of year, and days since last rain. In areas where loggers are working, hunting and fishing is banned.

FISHING AND HUNTING

Several herds of Roosevelt elk make their home on the Clallam Managed Forest. Black-tail deer, bear, coyote and bobcat flourish throughout the entire tree farm. Game birds and other animals find abundant forage in open harvested areas and shelter in nearby timber stands. The finest sport salmon fishery in the United States is based at Neah Bay, Sekiu and Clallam Bay. Thousands of fishermen seek the elusive Chinook, silver and blackmouth salmon in these waters during the summer and fall runs.

CHASER JOHN EUBANK. ON THIS SIDE AT CLALLAM THE HOOK TENDER IS LARRY WILSON, THE RIGGING SLINGER IS GENE PARKER, GRANT MONROE & GORDIE DAWLEY ARE CHOKERMEN AND ELDON SHOFSTALL RUNS THE YARDER.

From Jan. 70 - Northwest Timber

	Trees Planted	Acres Planted	Acres Aerially Seeded	Total Reforested Acres
OREGON TREE FARMS:				
Clackamas	320,725	865	—	865
Clatsop	522,425	2,344	292	2,636
Lincoln	20,250	37	—	37
Wheeler	12,100	44	—	44
Mazama	54,200	127	—	127
Stamm	921,300	2,464	—	2,464
Tahkenitch	20,500	61	—	61
Netarts	110,775	278	—	278
OREGON TOTALS	1,982,275	6,220	292	6,512
WASHINGTON TREE FARMS:				
Cathlamet	589,000	1,905	150	2,055
Neah Bay	109,730	472	653	1,125
Olympic	88,200	272	304	576
WASHINGTON TOTALS	786,930	2,649	1,107	3,756
OREGON-WASHINGTON TOTALS	2,769,205	8,869	1,399	10,268

In the upper picture D - 9 operator George Gedelman is concentrating on moving some dirt. The man who works with George on this machine is Carl Brunstad. Here George along with another D - 9 and operator Mel Arndt are building road at the end of 9200 line at Clallam.

At the left the load has been loaded and the scaler is measuring it up. Operator of the TL - 6 log loader is Randy Dawley, (Randy at left) then truck driver Ed Somerlott and up on the load is scaler Percy W. Johnson. This was at the Clallam log sorting yard. Ed will take this load down to the booming grounds at Neah Bay, about 10½ miles away. Jack Heikkila is the boss of the booming grounds and Marvin Elvrum is in charge of the log sorting yard. Ralph Hammock is truck boss.

Do you suppose that Walt Whitman was talking about good logging men when he wrote:

"There's a man in the world who is never turned down, wherever he chances to stray; he gets the glad hand in the populous town, or out where the farmers make hay; he's greeted with pleasure on deserts of sand, and deep in the aisles of the woods; wherever he goes there's a welcoming hand - - he's the man who delivers the goods."

THIS BOOK

Picture above shows the Grapple Yarder at Clallam, coming in with a log. Grapple Yarder by Washington and operated by Mike Crowley.

Picture below shows a Washington TL - 6 putting a log on a Peterbilt truck. Operator of the TL - 6 is Lafe Stock, Second Loader is Vern Soeneke.

Both you the reader and me the author have arrived at page 20 of the book Crown Zellerbach Loggers. So far I haven't got any idea of what this book is going to be like except that it isn't going to be big enough. Ever try to put sixty tons of hay in a forty ton barn? That is sort of what I face. To adequately cover the Crown Zellerbach Northwest Timber Operations would take ten times as many pages as we have got to play with.

We started out with the idea in mind of a 72 page book. And seventy two pages the size of these pages isn't a small book. Then we added, in our minds, another 24 pages and so we were thinking about a 96 page book. Then it got too small. So we added another 24 pages and for a couple of weeks we were worrying about filling up 120 pages. Then we added the third section of 24 pages, now the damned thing is twice as big as originally thought, and we still haven't got room enough.

Our idea here is to bring a book with the inside quality of a big expensive book but at a greatly reduced cost. Instead of building a book for twelve bucks we wanted to see if we could bring you what you'd expect in a twelve buck book for maybe one third or one quarter that much.

You ever work at something day after day and have the worrisome nagging thoughts that you really didn't know just what the devil you were doing? That is my business, and right now as I look back over what has been done in this book and ponder on what we have to do those nagging thoughts have never been stronger. I've always believed that no one would get much done if they waited until they were ready. If they had every detail planned out and if they had to be sure before they moved. We subscribe to the theory that plan it the best you can then go ahead on 'er. You can make the changes as you go along, as you get experience and material.

This is a logging book. It is about loggers logging now. Using machinery that is being used now. This is the way it looks today. And instead of a lot of writing B.S. for you to wade thru (and disagree with) this book is mostly pictures. Pictures of the loggers and pictures of their machinery.

Almost all of the machinery that we show in this book belongs to Crown Zellerbach or to their contract loggers. Yet when we talk about a donkey puncher (as a for instance) the machine he is running is his machine. He looks after it, he coaxes it to life and he gets out of it that which was built into it. He lives with it and he takes care of it. During the time he is working with it that machine doesn't belong to Crown Zellerbach because all they did was to buy and pay for it. It belongs, in a very real sense, to the operator. He is the man who is married to it, works with it and takes its blessings and oneriness upon himself.

Who is to say who and what is the most important? Why should it be said. Crown Zellerbach gets the machine and the timber and the roads. This is big and a very important part of the whole picture. Yet Crown Zellerbach would be the first to say, indeed maybe they were the first to realize, that all the timber and all the machines has no value without the loggers to put the big plans into action and to carry them thru to completion.

It is very exciting and enthralling to watch a good man and a good machine come together in a way that surpasses anything dreamed by the creator of the machine. A good operator can make that machine do things that its designer didn't dare hope for. When they come together, the man and the machine, something happens over and above the idle pile of nuts and bolts. The machine comes to life and it behaves as if it were an extension of the operator. It is almost magic yet it happens, it is happening, every day. Most of these logging machines are constantly being constructed to be simpler and easier to operate. So that a man can learn to operate them quicker and easier. Yet the simpler they become in operation the more they are capable of doing. As almost anyone can climb aboard one of these machines and operate it somewhat, the more it takes a real slick operator to get the most from the machine. This

may even pass the skill of the operator and get into the area of feeling. The feeling for the machine and for the task they are both trying to complete.

Since many logging machines work with men outside the machine, such as yarders, the operator then works with his machine and with the crew. He must know more and he must have that feeling for what is wanted. The feeling that experience has fed into his personal computer. The feeling that only comes with wanting to learn, wanting to know and wanting to do.

So why shouldn't that operator feel that particular rappart that comes with the machine being truly his?

That is what we are trying to do in this book. To give you a look at loggers, machines and methods. Give you a look without trying to educate you with piles of words on how it is done. Without trying to anticipate all possible questions and feed you all possible answers. The best people to answer your questions are the people you see in this book. The people doing the logging. The people running the machinery. The people making the machinery. The people that do the planning, the laying out and the doing.

I don't even know the questions, much less the answers.

When we were first planning this book had the idea that we would do articles on the various Managed Forests belonging to Crown Zellerbach and bring them to you in illustrated article form.

We discarded that idea because didn't want this book to be a series of articles. Wanted to show two things, the loggers that work for Crown Zellerbach and that Crown Zellerbach was a good outfit to log (work) for. We don't have to say it because there are hundreds of loggers who work for Crown Zellerbach who have been there 20 years, thirty years and more. That is a long time to work for one employer for anyone and especially for loggers. Then we talk to many people, such as George Stitham, who worked for Crown Zellerbach for about seven years and says; "They are the best company I've ever been with. They have the best management, the best machinery and the best men. They are away ahead of whoever is second."

The loggers say it much better than we can. The test of any company is the people they attract and keep. In this department Crown Zellerbach doesn't seem to be found wanting.

So we took the informal route and attempted to communicate with pictures and quotes. Felt that it is believeable, interesting and the best way to inform. Besides that it is easier - - - - and I'm for the easy way every time.

It is a fine thing, a rare and enjoyable thing, to go thru these logging operations and be made welcome. To be taken as one of the boys. To have one of the rigging men say; "If you want to find out about this outfit and about the loggers in this outfit you better come down to Woody's at Clallam Bay this Friday night."

There are literally thousands of loggers working for Crown Zellerbach in their Northwest Timber Operations. Yet I've only been able to meet and talk with a small small percentage of these men. I am able to introduce you to only a small small percentage. I hate that but welcome the chance to meet and introduce you to those we can.

This book can be started almost anyplace and stopped anyplace. It is hoped that you'll meet people you know. That you'll meet people you'd like to know. That you'll keep coming back again and again until you wear the thing out and have to buy another one.

It is designed like a non guided tour. You walk along and chance on discoveries - - - - bump into things and people who will interest you.

Looking back I see that on pages two three four five and six all the loggers pictured and talked about on these pages are from the Clallam Managed Forest. On page seven there are five loggers from Cathlamet Managed Forest. Page nine has three Clallam loggers. Page ten has three Cathlamet Loggers and two, the chaser and faller, Clallam loggers. Page 12 shows five men from Cathlamet and from there to here it is all Clallam Loggers.

Later on in the book we are going to bring you some excerpts from Crown Zellerbach's paper for their Northwest Loggers. This paper is called "Northwest Timber." Then we want to bring you a brief and interesting History of the Crown Zellerbach Corporation that was originally printed in "Crown Zellerbach Times." We will bring you some of the artistry of Eldon Olin of Eugene and of Gene Pasini of Seattle. Two artists who depict the logging scene in true and talented fashion.

So although I'm listed as the Author I've had lots and lots of help from many many people. I enjoy full cooperation with the Crown Zellerbach people. Mostly my job has been to take the parts and fit it together. Read on - - - - - who knows what'll happen next?

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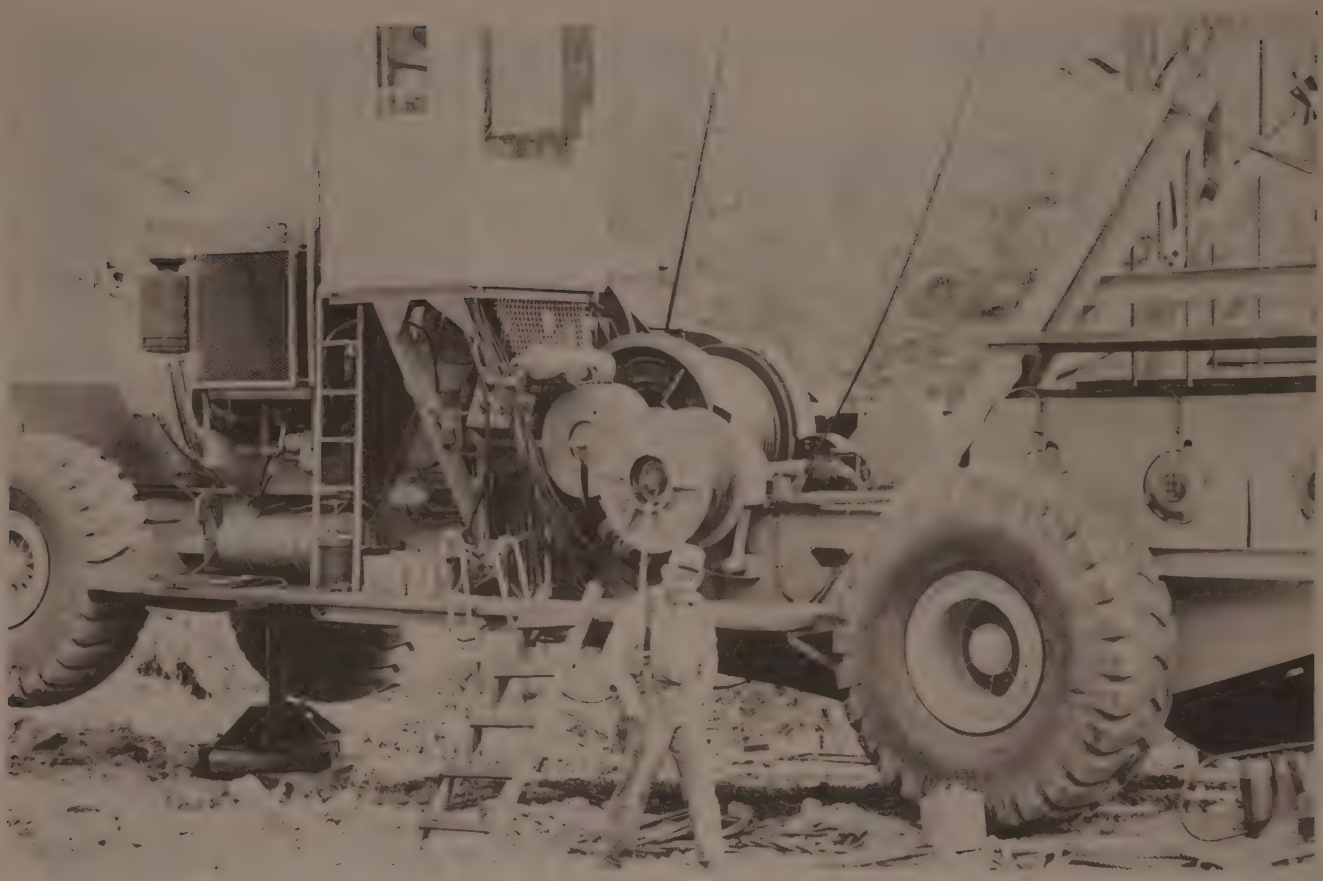

Yarder Engineer Hiram (Hi) Sackett in front of his machine. The crew here is: Hook-tender Earl Blevins, Rigging Slinger Harry Wyland, Chokermen John Morrish and Carlo Stubbs (turn back to page 4), the chaser is Neil Parker. This is on, or in, the Clallam Managed Forest. Dave McMinn is the Division Manager, Al Wiitala is the Woods Foreman and Quint Wyland is the assistant Woods Foreman.

On the day we visited this side the rig up crew was working here helping the rigging crew up end the haulback. They have a two man rig up crew (turn back to page four) who notch the stumps, help move and rig up the towers. Francis Hilden is the Rig Up Hook - tender and Don Baldwin is the Line Truck Operator.

There had ought to be a club of Saginaw Climbers. Hi Sackett was a climber there at one time. Charlie Roberts climbed there. Jack Edwards climbed there. Earl Quinn was another Saginaw Climber. I spent some time there topping trees and hanging rigging and there are dozens of others who at one time or another Climbed at Saginaw.

Think there are four hi-lead sides operating at CZ CMF (Crown Zellerbach, Clallam Managed Forest). This one pictured above. The 'Washington Side' with a Washington Interlock Yarder doing the yarding. The hook - tender is Carl Brunstad, Rigging slinger is Russell Smith, chokerman is Jerry Lucas, Larry Tveit was chasing and the Donkey Puncher (Yarder Engineer) is E. K. Brown.

Thanks and Best Wishes

to

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on their

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At the Log Sorting Yard Scaler Garold Rand gives the slips to Truck Driver Ed Averill who will take this load to the booming grounds.

LYLE WIKSTROM STANDING IN FRONT OF HIS NEW NORTHWEST LOG LOADING MACHINE. SECOND LOADER FOR THIS MACHINE IS JIM GIBSON. This crew can really put out the logs. They load for several different sides. At the moment they are loading for the Berger side.

This outfit has logs all over the woods ready to load plus a lot of stacks of logs down at the sorting yard. Got a lot of yarding done ahead. Besides the four hi - lead sides they have two Tractor logging sides, Pete Vinton and chokerman Mark Thomas log with a Terex 82-30, and a Clark Rubber Tire Skidder which is operated by Larry Tveit.

One yarder side uses a track mounted Madill Yarder and Tower. Vic Brown is the hook tender on the Madill side. Donkey Puncher is Leonard Bowchop, Chaser is Don Parker, Walt Apple sets choker and Jim Clifton is the rigging slinger on the Madill side.

On the side that Lyle is loading for here Larry Wilson is the hook-tender, Eldon Shofstall is the donkey puncher (turn to page nine), Gene Parker is the Rigging Slinger, chokers are set by Grant Monroe and Gordie Dawley and John Eubank is the chaser.

Almost all of the logs sent out by company sides, or by the contract loggers, go directly to the Log Sorting Yard. There they are unloaded, sorted, scaled, graded and loaded onto trucks for the ten mile haul to the booming grounds. Almost all of the logs hauled are over Private Roads. Carl Danielson, a contract logger, is one of the few who ship logs here and travel on the hi - ways. Even so much of his haul is over Private Crown Zellerbach Logging Roads.

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Log Sorting Deck. Logs are put onto this deck with log stackers. Log stacker operators are Ken Ward and Ralph Thompson. Then as the logs move across the live deck they are scaled, graded, marked and recorded. As they reach the end of the deck they fall down to a lower level. There two men in loading machines, William "Bill" Hopkins in his Link - Belt and Gene O. "Peno" Parker in his Northwest, pick up the logs and put them into the proper crib.

One of the men on the scaling deck is Dick Love who is a forester but this day was scaling logs. Scalers here are Percy Johnson, Don Jackson and Gerold Rand. Marvin Elvrum is the boss of the sorting operation - - - - - a big operation it is.

As the logs leave the yard on the trucks the load is banded. The man who does the banding is Bud Brandt shown above on the deck of his special truck with all the bands and tools that is needed. Thus with this truck, it has no cab to get in the way, and its flat deck Bud can drive up alongside any load and quickly put the bands around the load, tighten them and fasten them. Slick outfit.

From the log sorting yard most of the logs are hauled the ten miles to the log dump by what they call "triples." This is a truck with a load of logs, behind this truck and trailer is another trailer with the second load of logs, behind this is another trailer with a third load of logs. So the truck is actually hauling and pulling three off hiway loads of logs, hence the name "triples." Driver of the truck pictured here is Rollan Woodward.

There are four of these units hauling from the log sorting yard to the booming grounds. Each truck can make about seven trips each day. They haul somewhere in the neighborhood of two hundred and fifty thousand to three hundred thousand pounds of logs per load. So you can quickly figure that this sorting yard and the booming grounds handle lots of logs. That is what they are here for.

The logs are loaded onto these triples by the men running the log stackers, Ken Ward or Ralph Thompson. The logs are put into cribs by the shovel operators and later picked up there and carried to the trucks by the stackers.

Usually the driver likes, and they load that way, the heaviest load in front and the lightest load in the rear. They say it works better, loads lead better and the truck steers easier.

Rollan Woodward drives truck number four, a Kenworth and the truck with the most experience of the four on the run. I rode to the booming grounds and back with him. Each truck is equipped with a two way radio. As the driver leaves the yard he so reports over the air to alert any oncoming traffic that he is on the road and headed for the booming grounds. As he progressed down the road he radios his location about every mile or so. This is to give the returning empties a chance to slide into a hole and let the loaded truck go on by without stopping. As we traveled down the road we came to a returning triple parked off the road to let us go by. Since the day was dry there was a lot of dust that came along too.

This particular load was very heavy, three loads of Hemlock saw logs, and the trip was slower than usual. Rollan said that normally he would make it to the log dump in twenty five minutes. Without any trouble we came to the scales, just ahead of the booming grounds. Dusty Simpson, the weigh man, weighed all three loads. He and Rollan then did the necessary book work and we pulled onto the dock. Parked under the unloading rig with the first load the operator of the dump machine picked up that first load, or head load, with his big grapples, and set that load into the water. Rollan pulled up so that the second load was positioned under the grapples and that load was unloaded. Then he pulled up for load number three and it was swiftly unloaded.

Then a big U turn and headed back for the sorting yard. On the way back we came to loads thundering and roaring toward the booming ground. The drivers of these trucks let us know their changing position by radio so we had ample warning to get off the road and into the clear. Back at the sorting yard Rollan pulled into position and soon Ken Ward and his log stacker was fitting more logs onto his rig.

LOOKING RIGHT AT THE SORTING DECK FROM THE END IT SPILLS THE LOGS OFF. MACHINE ON THE LEFT IS A LINK BELT WITH BILL HOPKINS AT THE CONTROLS. MACHINE ON THE RIGHT FILLING THE LOG CRIBS IS A NORTHWEST OPERATED BY GENE PARKER. A LOG STACKER IS JUST DEPOSITING A LOAD OF LOGS ON THE FAR END OF THE SORTING DECK.

ROLLAN WOODWARD DRIVING THE EMPTY PULLS INTO A HOLE TO LET THE LOADED TRIPLE HAVE THE RIGHT OF WAY. COMING ALONG WITH A CLOUD OF DUST IS MAYBE 150 TONS OF TRUCK, TRAILERS, LOGS AND SO FORTH.

LOG STACKER OPERATOR KEN WARD PUTS THE CENTER LOAD ON A TRIPLE.

TRUCK LOAD OF LOGS HEADING FOR THE WATER. FROM THERE IT WILL BE MADE A PART OF A RAFT AND TOWED TO PORT ANGELES.

CROWN ZELLERBACH CONTRACT LOGGERS

At the Clallam Managed Forest Don Banks is the Contract Supervisor. That is to say he looks after the Contract Loggers who log for Crown Zellerbach in this area.

Some of the Contract Loggers are, Robert Chancellor of Port Angeles, Art Gardner of Sekiu, Wayne Krieder owner of Alder Creek Logging of Forks, Peninsula Logging Co., of Port Angeles, Hergert and Parker of Sekiu, Stites and Warren of Port Angeles, Bob Burton of Port Angeles, Carl Danielson Logging Company of Clallam Bay, Cal. Ore. Wash. Construction Company, Thomas Funari of Forks and Carlson & Wahto Logging Company of Port Angeles.

These logging companies usually fall and buck the timber, yard and load the logs and haul the logs to the sorting yard. They do this on contract. Normally Crown Zellerbach will build the roads but the contract logger may construct some of the necessary spur roads.

On my brief visit to the Clallam Managed Forest was lucky enough to meet three of these good logging operators and some of their logging men.

ALDER CREEK LOGGING

Wayne uses a Track Mounted Madill Yarder and Tower for yarding logs. This machine is a special one, first it has a Cat Diesel Engine that produces more horsepower than a whole yard full of normal engines and second it is equipped (the yarder) with a transmission. He loads with a Manitowoc 2000 track machine with heel boom and grapples. Logs are hauled by three of the Don Rhyne trucks. Richard Davidson is partners in the trucking business along with Don Rhyne. All these fellows, as are most of the crew here, are from Forks. They haul over private roads with three Kenworth trucks all of which are equipped with Page trailers.

Wayne has logged for Crown Zellerbach about a year. They do the falling and bucking, the yarding and loading and the hauling. Crown Zellerbach constructs all the roads.

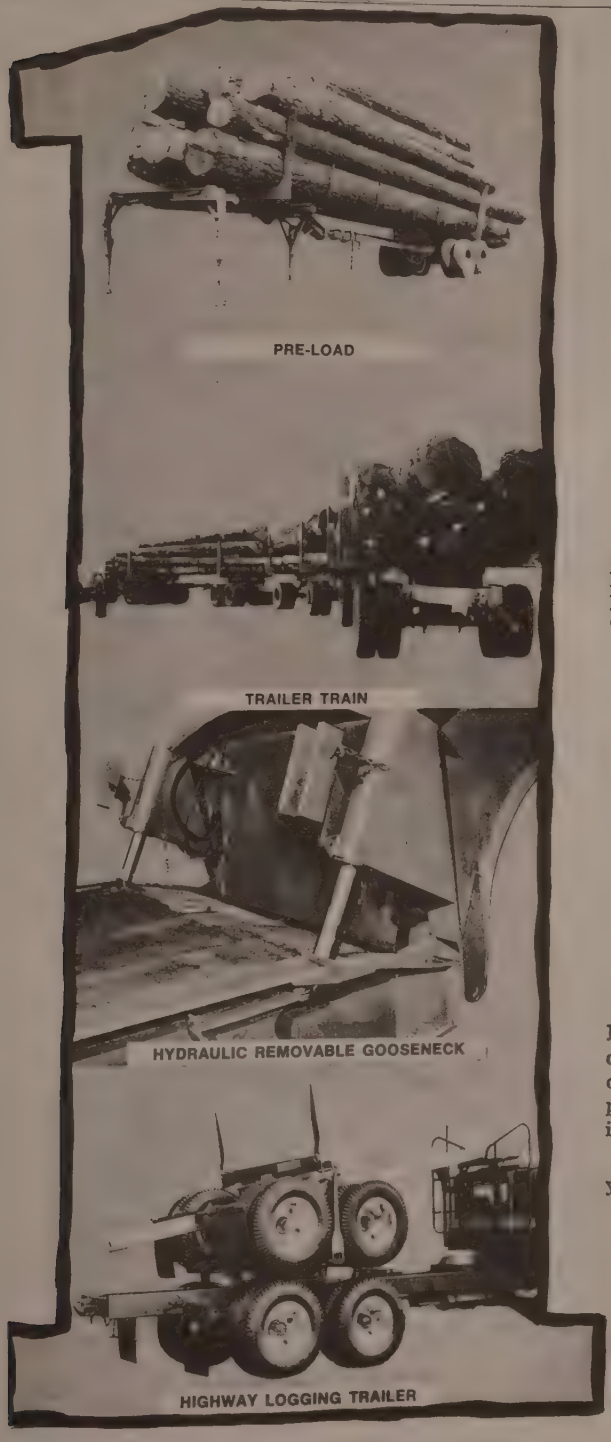
Cutting is done on this job by the day. The fallers and buckers work for a set amount each day but furnish their own Chain Saws. Jack Merrick is the Bull Buck. John Simmons and Paul Niemeyer are two of the fallers and buckers. This is some of the steepest and onery ground a logger has ever come face to face with.

The hook - tender is Lawrence Gaydeski. Rigging Slinger is Steve Brown. Chokermen are Wayne Rick and Gary Rice. The yarder engineer, and he keeps that machine clean and kept up, is Sam Rasmussen. Wayne Krieder runs the Manitowoc loading machine. Chaser is Fred Bennett.

Wayne has been in the logging business since 1954 counting some time he was a road building contractor. One time in his past he owned and operated a tavern in Bremerton. He says; "If someone came up here right now and offered me a tavern as a gift, free and clear, I'd punch him right in the nose."

Wayne said that he and Don Rhyne have been partners about four times in the past, says that maybe the fifth time is coming up. Don, Wayne and Jack Edwards have been in and out of business deals one with another many times and so far have never had a written contract. Said there has been no reason for one.

This speaks well for all concerned.



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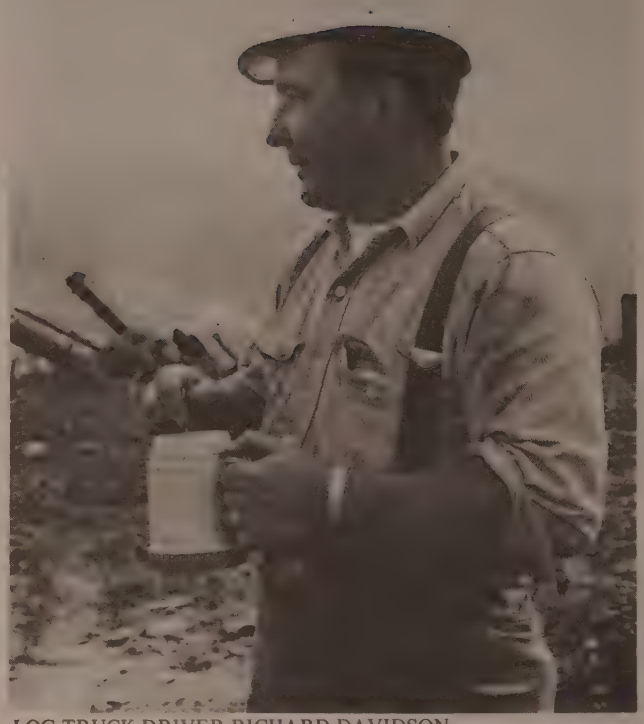
RIGGING SLINGER STEVE BROWN PULLING SOME STRAW LINE.

THE BOSS HIMSELF - - - - WAYNE KRIEDER.



LOG TRUCK DRIVER RICHARD DAVIDSON.

A BUNCH OF THE BOYS WERE HOOKING UP THE BUTT RIGGING. With his back to you is Wayne Rick. At the right is hook tender Lawrence Gaydeski and directly behind Lawrence is Steve Brown the rigging slinger.

DONKEY PUNCHER SAM RASMUSSEN SOCKS THE GREASE TO 'ER.

Taking the trailer off the truck driven by Dick Davidson. Dick told me that this truck had 417,000 miles on it on the first of September of 1970. Still going strong. By looking under the goose neck part of the heel boom you can see Donkey Puncher Sam Rasmussen in the elevated cab of the yarder. Chaser Fred Bennett to right of truck.

The setting they are on here is a tough one. Quint Wyland was gently kidding, and kidding he was, Wayne Krieder about Wayne getting all the gravy and good ground to log. Long yarding and steep broken up ground.

She's a job for good men and good machinery. That is what they got!

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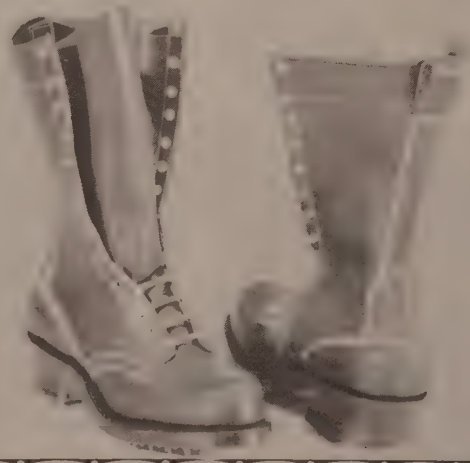


ART GARDNER LOGGING CO. OF SEKIU, WASH.

Art Gardner is one of this world's very special people. Not my opinion alone, I've been told the same thing by many people. Art has been logging for Crown Zellerbach at the Clallam Managed Forest for about 13 years. Before that he was in the logging business in the Castle Rock area.

Dick Stadler is the logging foreman and at the time of our expedition into the outfit Dick was trapped in the cab of the yarder running the rigging back and pulling the logs in. Art has a new shop near the gate on Crown Zellerbach's road and not over half a mile from the Crown Zellerbach truck shop.

He has three private road log trucks which are driven by John Pritchard, Duane Lewellen and Richard Bellamy. Richard Bellamy also runs the bull dozer when needed.

Art runs two sides. On one side he uses a truck mounted Washington Yarder and a square Berger tower. On the spike side he uses a smaller Skagit yarder that is mounted on a Surplus Army Tank and married to a spar tree created by Art Gardner. The Unit Log loader loads for both yarders.

On the day of our visit Dick Stadler was at the controls of the bigger yarder. Hook - tender on that side is Bo Hanson. Rigging Slinger is Doug Smith and on the chokers were Mike Jones and Francis Green. Joe Kallappa is the Chaser.

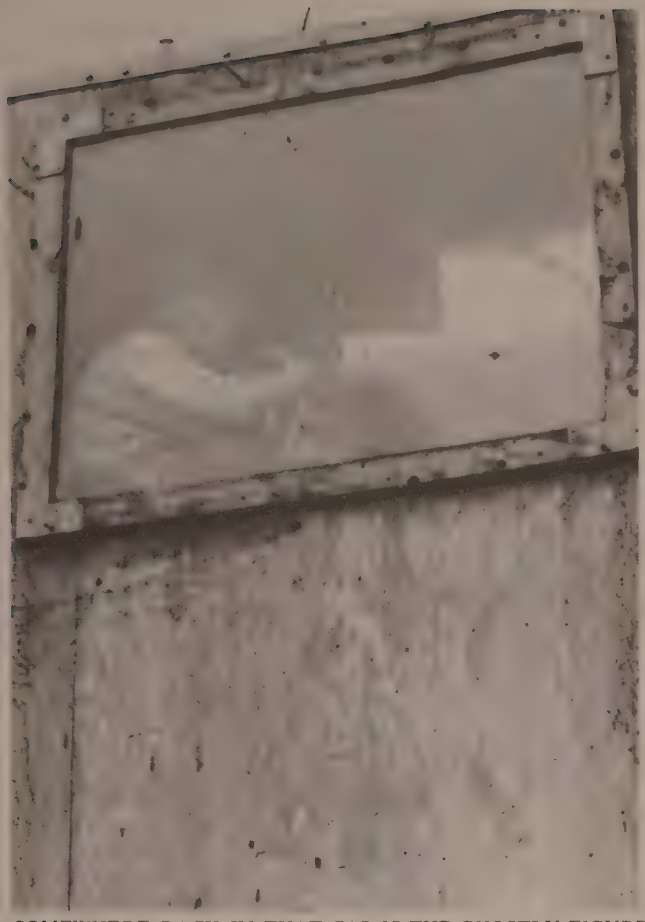
On the Spike side Don Zimple is the donkey puncher, out in the rigging doing their work were Mike Shulky and Mike Jokela and the Chaser is Ronald Hix.

Falling and bucking is by Larry French (Bull Buck), Ernest Jones, Jim Hines, Louie Wickersham and L. Sage. Besides cutting for Art this crew also does some contract cutting for other logging outfits.

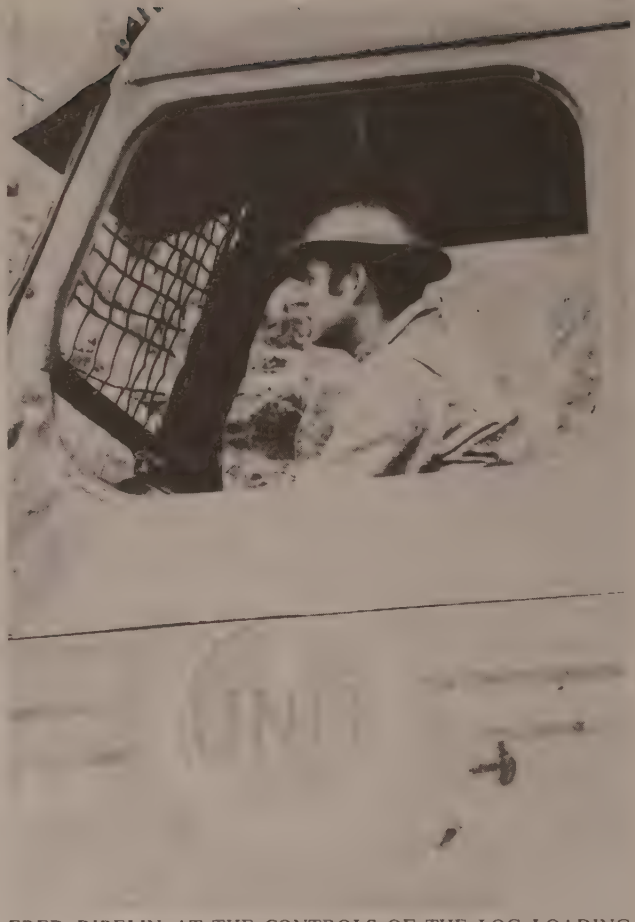
ART GARDNER, OWNER OF ART GARDNER LOGGING COMPANY.

CHASER RONALD HIX SILHOUETTED AGAINST THE SKY CUTTING OFF SOME LIMBS.

DON ZIMPLE, DONKEY PUNCHER, STICKS HIS HEAD OUT OF THE CAB TO SAY HELLO.

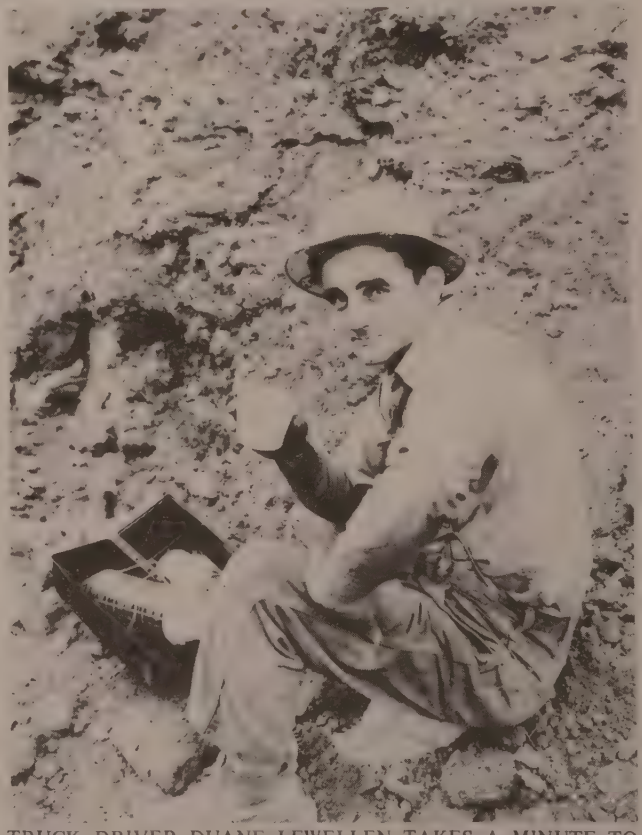


SOMEWHERE BACK IN THAT CAB IS THE GHOSTLY FIGURE OF DONKEY PUNCHER DICK STADLER.



FRED RIBELIN AT THE CONTROLS OF THE LOG LOADING MACHINE.

TRUCK DRIVER RICHARD BELLAMY.



TRUCK DRIVER DUANE LEWELLEN TAKES A MINUTE TO GRAB A QUICK BITE.

CARL DANIELSON LOGGING OF CLALLAM BAY

CARL DANIELSON AND HIS TD - 25. THIS PAIR GETS LOTS OF LOGS.

It is always a pleasant surprise to hear much good of a man. Then to get a chance to meet that man and find out that what you heard was the truth. That was my experience with Carl Danielson who has been contract logging for Crown Zellerbach for 18 years.

A long time ago I had been told that whatever good you heard of a person you could believe 100% but what bad you heard of a person you could discount at least 50%. Suppose that is true.

Carl logs with a Washington Yarder which sits on a special General trailer, steers from both ends, which is connected to a General telescoping tower. He is one of the contract loggers in the Clallam Managed Forest, maybe the only one, who hauls logs down the high way to get to the sorting yard. Carl hauls with two of his own trucks, a Peterbilt and a Kenworth, and contract hauler Bob Burton hauls with his truck or trucks. Bob has been hauling for Carl for about ten years. Mike Owens drives the new Peterbilt and Bud Barber drives the K - W.

Roy Meredith is the hook tender for Carl but I missed seeing him because he took sick and went home early. So rigging slinger John Stone finished out the day tending hook and LeRoy Francis was wearing a Talkie Tooter transmitter and pulling rigging. Curtis Klock (see the flying chokerman on page two) and Dan Wilson were setting chokers.

Timber is cut by contract by timber cutting contractor Marvin Olson of Forks.

Donkey Puncher is Ephie Wilson, Chaser is Archie Murray and the Shovel Operator is Wally Ivey.

Carl is logging on some of the best ground I walked over on my visit to the west end of the Olympic Peninsula. He is logging a big swamp. Carl takes his TD - 25 bulldozer and he treads lightly out over the soft ground and yards and piles logs along the road. He had built up a big stack of logs and many of them were large large logs. When I first arrived on his job the crew were just sending in a big fir butt log that measured about ten feet thru at the stump I'd guess. Anyhow it broke their last bull choker.

This is another able logger who is proud of his machinery and especially proud of the men that work for and with him.

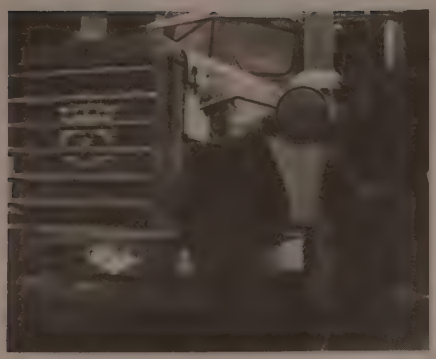
DONKEY PUNCHER EPHIE WILSON.

SHOVEL OPERATOR WALLY IVEY.

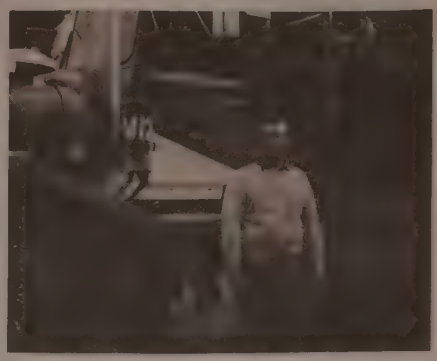
CHASER ARCHIE MURRAY.

RIGGING MEN. LEROY FRANCIS AND JOHN STONE.

CATHLAMET MANAGED FOREST

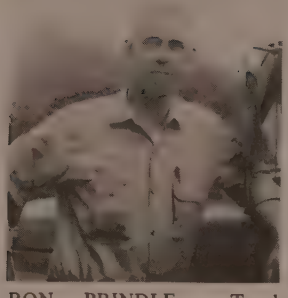


MERLE BROCKWAY - - Stacker Operator

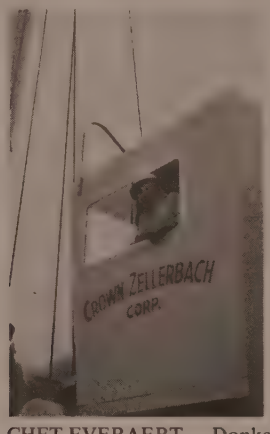


LOREN ROSS - - Truck Driver

CARL OHRBERG - - Construction Supervisor



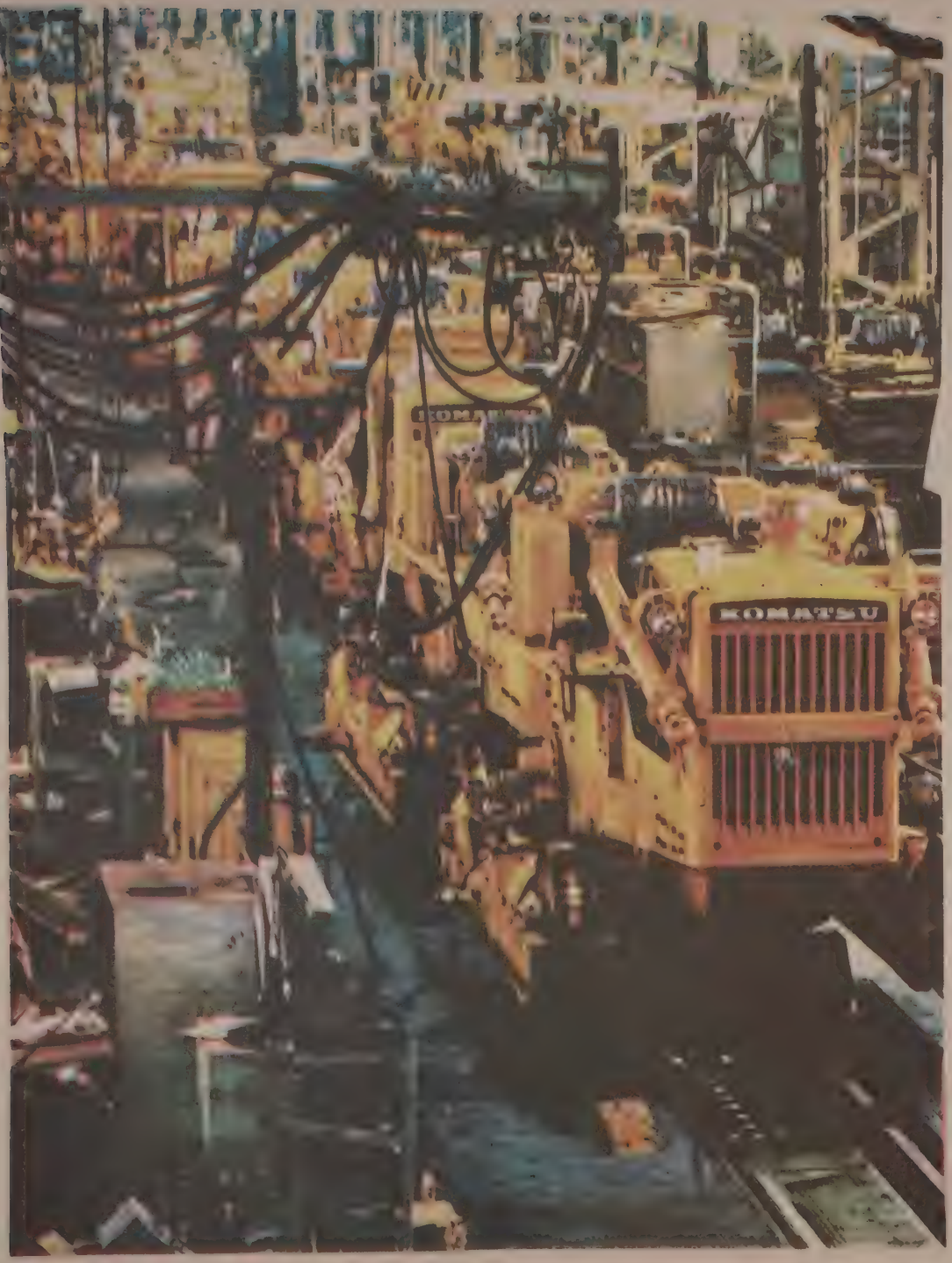
RON PRINDLE - - Truck Foreman



CHET EVERAERT - - Donkey Puncher.

RED WENDELL - - Pitman

ANOTHER EXCELLENT DRAWING BY GENE PASINI.



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CATHLAMET MANAGED FOREST

Headquarters at Cathlamet, Washington. Offices and Main sorting yard just East of Cathlamet. Two shops, one on K - M Mountain and one above the Deep River log dump. Two log dumps, one on Deep River and one on the Columbia River at Brookfield.

Log with two grapple yarders which work night and day and log with two high lead yarders and towers, log with Tractors and Rubber Tire Skidders. Almost a dozen contract loggers log for Crown at the Cathlamet Managed Forest. The contractors do thinning, pre-logging, road side decking and clear cut logging.

There is about 125,000 acres in this Managed Forest. This operation uses the services of over 200 people plus another 200 who are working for the logging contractors. Crown Zellerbach is the largest taxpayer in Wahkiakum County and the second largest tax payer in Pacific County.

Although it is difficult to get used to the name change from Tree Farm to Managed Forest it is evident that this is a well managed forest. The coming crop of trees is on every hand and the logged off ground is quickly put back into production.

I'm probably better acquainted with the country, the managed forest and the people in this division than with any other Crown Zellerbach Managed Forest. This is due to long standing friendships in this division, the fact that this division is very progressive and cooperative and that their offices are less than 75 miles from our Loggers World offices. Over the years we have had the pleasure and the opportunity to work with the Crown Zellerbach loggers in Safety and in promoting Logging Sports.

Division Manager is G. W. (Wally) Nutter. Assistant Division Manager is Everett McDaniels. Eric Feasey is the Division Engineer and Ray Knopski is the Woods Foreman.

Ray Poppe is the Safety Man. Gordon Young is Personnel man. Cliff Wells is the Purchasing Agent. Jack Lindquist is in charge of the booming grounds and main log sorting yard. Carl Ohrberg is the Construction Supervisor. Don Klecker is the Maintenance Supervisor. Assistant Division Engineer is Mike Spahr. Ronald Prindle is the Truck Dispatcher. Contract Supervisor is Al Thayer. Don Campbell is Quality Control Supervisor and Mel Irving is Quality Control Supervisor. Jim Knight is Timber Cutting Supervisor and Ken Quigley is Cutting foreman. Assistant Logging Foreman is Gene Williams, Harold Lampi is Transportation Supervisor and the list goes on and I'm missing some very important people and am apologizing ahead of time for so doing.

The agony of this whole story is that a complete book of this type could be done on this Managed Forest alone. The book could be done on any of the operating Crown Zellerbach managed forests. There is a lot of people, a bunch of good methods and lots of interesting information to be pictured and reported on in any of the Crown Zellerbach Divisions.

But onward we go.

"MY NAME IS MELVIN BROWN FROM CATHLAMET TOWN" is the way the man in the upper right picture greeted this writer from Loggers World. Melvin operates a D9 building road, landings and whatever for Crown Zellerbach at the Cathlamet Managed Forest. This Bulldozer is about a year old, is equipped with a 'U' blade and with Melvin Brown at the controls it does good work and it does it fast.

Bottom picture shows Ray Stamey who has been with Crown Zellerbach for 11 years and is also from Cathlamet. Ray works with Melvin and the pair of them get the job done.

At this time and place they were putting in short spurs and building long landings for the Grapple Yarder and the crews.

JOHN KAPRON at the controls of the D8 Construction Bulldozer. John has been running these bulldozers for almost a score of years. John, sometimes called Johnny K, spends most of his time bulldozing in a road. He has constructed miles of them.

Pictured at the right is a better look at John Kapron and Gordon Anderson who works with him. John is from Grays River and Gordon is from Deep River. Both these men are equipped with years of experience and know their jobs better than good.

When the road is laid out and located by the engineering crews the fallers and buckers come along and cut the timber on the road right of way. After the timber is fell and bucked along comes the Logging Crew, usually with a D6 Cat equipped with a Intergal Fairlead over the Drum, and they yard the logs and stack them in piles along the right of way. Next comes one of the Construction Bulldozers and they finish building the road and get it ready for the rock and gravel. Culverts are put in as needed during this process.

Next step is for the road to be rocked and ballasted so that it will support the heavy traffic that will be hauling over it.

Carl Ohrberg is the Construction Supervisor.

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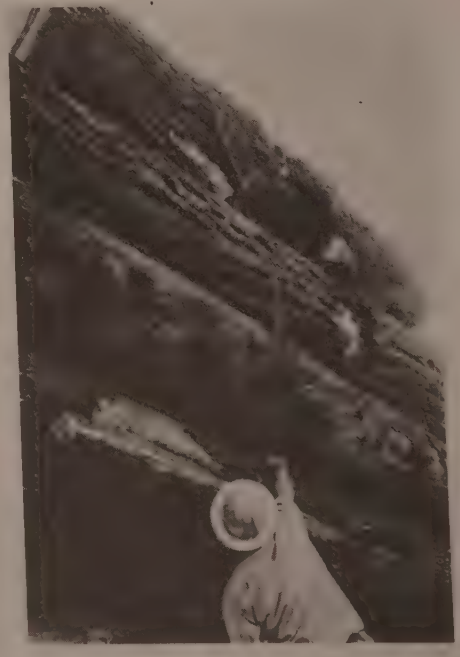

ONE LARGE LOAD OF LOGS

Top row of pictures from the left shows Earl Brown who pilots truck number 236. In the center is Stanley Rangila getting off his machine to eat lunch. To the right is Henry Blankenship the second loader.

Next five pictures shows truck number 236 being loaded. To the right Earl Brown is successful in throwing his binder chain over this huge load of logs. To the left Earl has left the landing and is pulling the adverse heading for the Brookfield log dump.

The haul is over Crown Zellerbach private logging road so these off highway trucks can really pack a good sized load of logs. This load could just barely get onto the log dump and under the unloading frame and rigging.

DAY CREW ON GRAPPLE YARDER IN BACKGROUND IS LOMAN COTHREN HOOK-TENDER . . AND TED DEATON . . OPERATOR.

STANLEY RANGILA
Loader Operator

HENRY BLANKENSHIP
Second Loader

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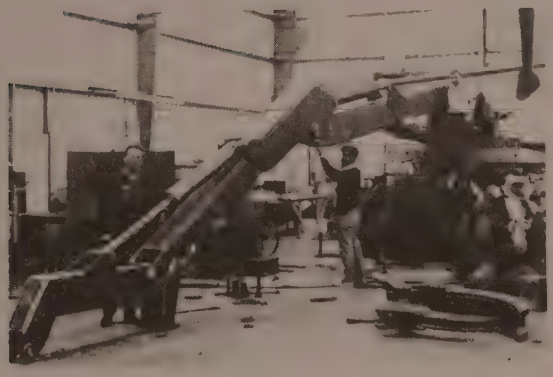

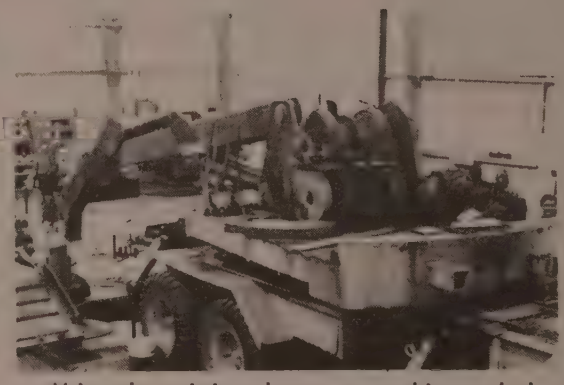

The new VIKING Hydraulic Log Loader Adapter has the capacity of 50,000 lbs., with a reach up to 35'plus and can be adapted to most any crawler or truck crane in the 25 to 30 Ton capacity range.

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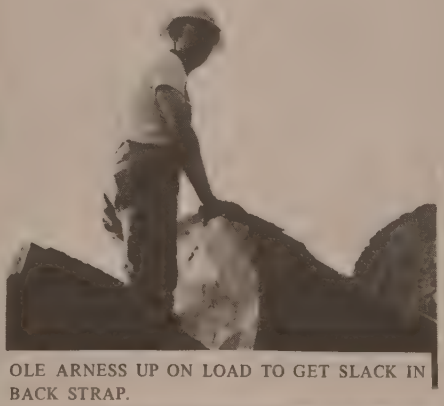
BIG LOAD COMING ON THE DOCK.

HOOKING UP THE FRONT STRAP.

BACK STRAP WON'T REACH.

HOW WE GOING TO GET IT HOOKED UP?



OLE ARNESS UP ON LOAD TO GET SLACK IN BACK STRAP.

LOAD LIFTED OFF THE TRUCK.

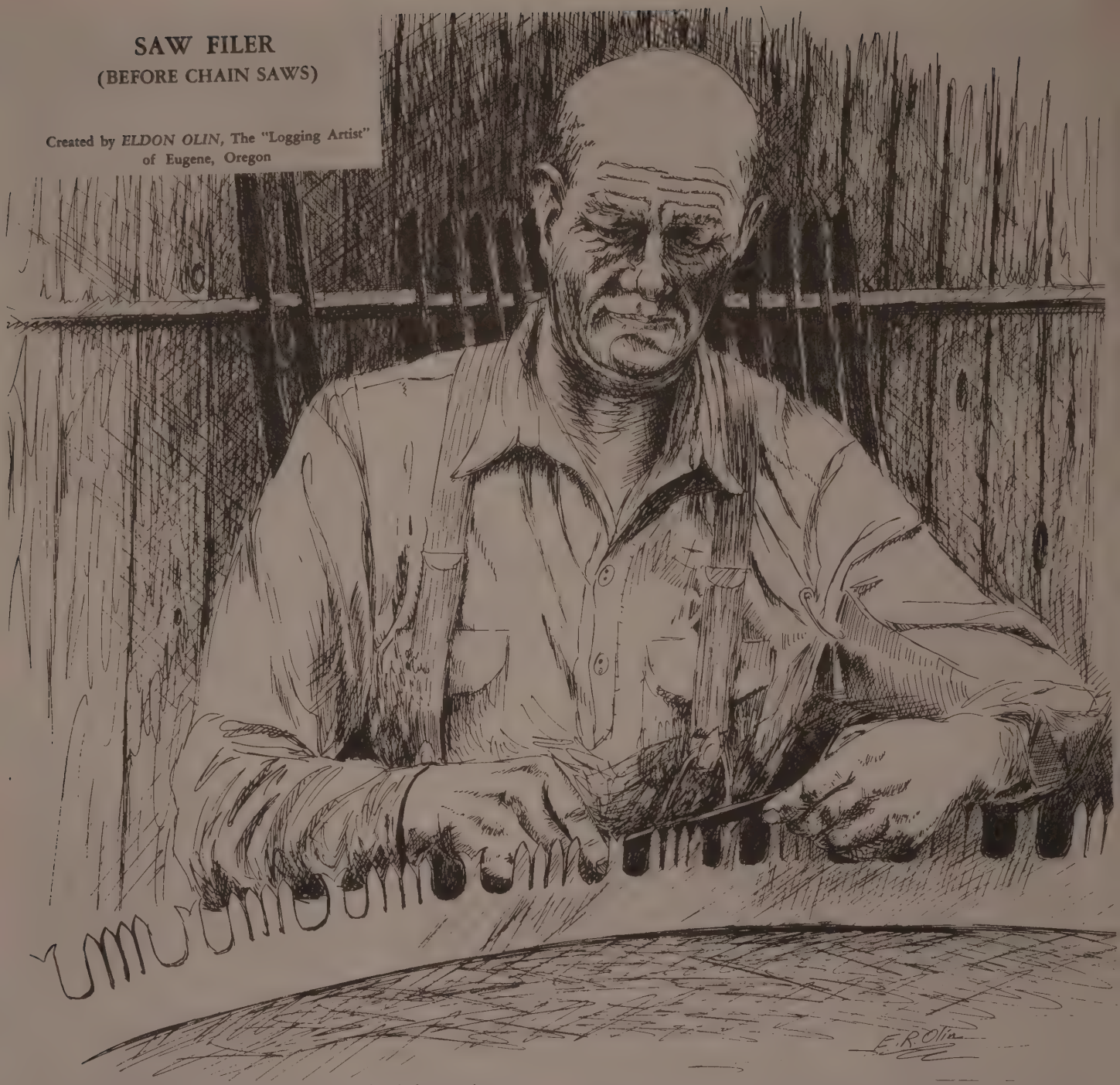
OUT OVER THE COLUMBIA RIVER.

IN THE RIVER.

T.O. BURDICK IN THE BOOM BOAT TAKES OVER.

SAW FILER
(BEFORE CHAIN SAWS)

Created by *ELDON OLIN*, The "Logging Artist"
of Eugene, Oregon



Some years ago, before the Chain Saw, the timber cutting was done with hand tools. The axe, the falling saw, the bucking saw, the oil bottles, the steel wedges, the springboards and the maul (hammer).

There was a vast difference between the fallers tools and the buckers tools. The falling saw was normally seven and a half feet long, a thin limber saw with a handle on each end. The double bitted falling axes were sharp on both bits, had long handles for reaching into the center of big trees. The fallers carried with them springboards. They'd chop springboard notches into the stump, insert the board and there he had a good platform to work from. The falling wedges were longer and tapered slowly so they could be driven into the saw kerf and raise the big tree.

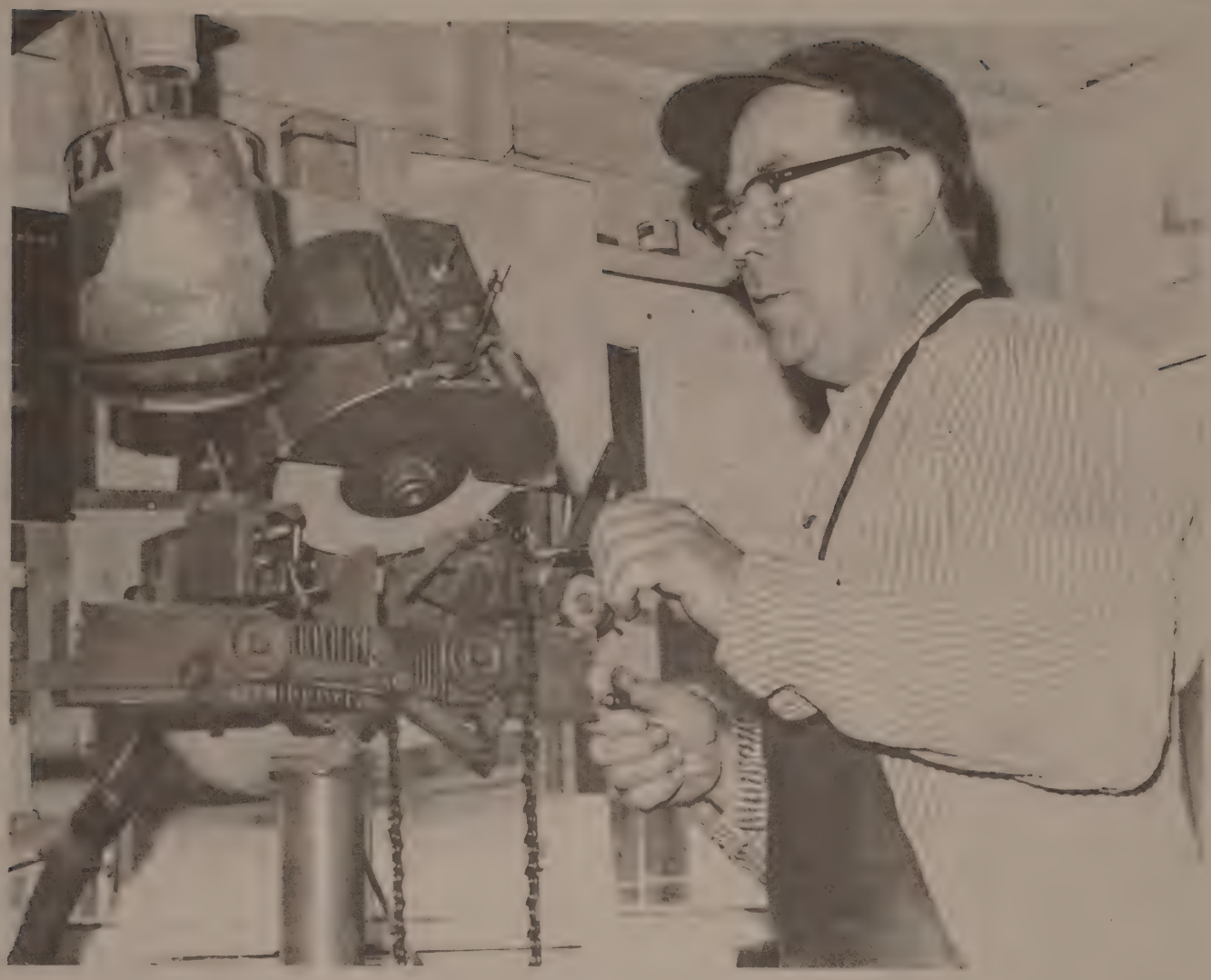
Normally these timber cutters worked in sets. A set comprised of four men, two fallers and two buckers. The fallers fell the trees and the buckers cut the trees into log lengths.

The buckers saw was a stiffer one, about seven feet long and he worked it alone with a handle on one end. His axe had one sharp bit and one thicker bit. The thicker side was for clearing away brush and chopping off limbs that would be in his way. His wedges were wider, shorter and thicker. He used an undercutter or cut notches in his axe so that he could lay the back of his saw into the undercutter or the notch in his axe handle. Thus with the axe driven into the log he was working on he could cut up from the bottom of the log when necessary.

The boss of the cutting crew was called a bull buck. Many people thought the real boss of the crew was the saw filer.

Somewhere around the outfit would be a filing shack. This shack may be about twelve feet wide and twice that long. You could always spot the filing shack because it had skylights in the roof. Light was very important to the saw filer and usually these filing shacks didn't sport any electric lights.

A set of fallers would usually take a sharp saw out every morning. Thus they needed a sharp saw every day. A bucker would take a sharp saw out one morning. Use it that day with the handle on one end. Next day he would put the handle on the other end and use it



ERNEST WIRKKALA SHARPENING CUTTING CHAIN WITH PRECISION CHAIN GRINDER.

ERNEST WIRKKALA IS THE MAN WHO SHARPENS THE CUTTING CHAIN FOR THE FALLING AND BUCKING CREW AT THE CROWN ZELLERBACH MANAGED FOREST. ERNIE STARTED FOR CROWN ZELLERBACH BACK IN 1961 AS A MEMBER OF THE CUTTING CREW. HE HAS BEEN GRINDING CHAIN FOR OVER A YEAR. DOES THE CHAIN SHARPENING FOR ABOUT 16 SETS OF FALLERS AND BUCKERS. DOES SOME BAR REPAIR WORK AND SOME CHAIN SAW REPAIR. CUTTING CREW USES CHISEL CHAIN IN TWO SIZES, THE NUMBER TEN AND THE .404 CHISEL CHAIN.

ERNIE USES A VERY CLEVER AND EFFICIENT PRECISION CHAIN GRINDER IN HIS WORK. THIS GRINDER SHARPENS EVERY TOOTH EXACTLY THE SAME AND AT THE SAME ANGLES. THUS EVERY TOOTH IS UNIFORM IN LENGTH AND IN SHARPNESS.

ERNIE ALSO USES AN AUTOMATIC STOP GRINDER WHICH SHAPES AND ADJUSTS THE STOPS ON THE CHAIN. THIS ALLOWS THE CHAIN TO CUT FASTER, SMOOTHER AND LONGER WITH LESS VIBRATION.

THEY HAVE SET UP IN THIS GRINDING SHOP A BARREL FULL OF OIL WITH A HEATING ELEMENT ATTACHED. THUS BY PERIODICALLY SOAKING THE CHAINS IN HOT OIL THE CHAIN IS WELL LUBRICATED AND THUS LASTS LONGER.

ANOTHER STEP IN THE EVOLUTION OF SKILLS AND TOOLS. FROM THE SAW FILER TO THE MODERN CHAIN SHARPENING SHOP.

that day from that end. That night he would pack in his dull saw and next morning come out with another sharp one. Thus a set of fallers and buckers would use a sharp falling saw and one sharp bucking saw each day.

Inside the falling shack the instrument that took up the place of honor was the filing rack. A specially made rack for holding the saws while they were being sharpened. There was always a stove in this shack and behind the filer and on the yonder wall was a rack for holding the saws both before and after they were sharpened.

The filer was King in that shack. He ruled with as much discipline as he thought necessary. In the fine drawing of a Saw Filer (page 44) by Ole Olin, you can see the saw rack behind the filer. The filer himself, comforted with a good chew of snoose, is filing the cutting teeth of the saw in his rack.

A vanishing breed, these saw filers, but no one who ever knew them will forget them.

PULLING UP THE HILL COMES A DOUBLE LOAD OF LOGS ON THE CATHLAMET MANAGED FOREST. (That is log truck driver Ray Chase in the upper left corner).

One of the finest sights a man can behold in this country are the acres upon acres of growing young trees. As you can see in the picture above a young vigorous and healthy crop of trees are steadily growing toward their destiny of being made into homes.

That is why the term 'Managed Forest' is such a fitting name for the Crown Zellerbach operations. Managed Forests they are, enjoying all the benefits of the most modern methods of timber management. As soon as one crop is harvested another crop is planted. These forests are looked after and protected and managed for the greatest benefit.

They are protected against fire. They are protected against disease. They are coddled and they are fertilized and they are receiving the best in protection and management.

Sometime when you are moody from reading, hearing and observing so much bad news take yourself a trip out to the top of a mountain and look at these growing forests. Lots of hope here. A place of peace and a sight to hearten anyone. Crown Zellerbach have set up several Self Guided tours on their Managed Forest land. Take a trip thru one of these tours - - - - - - you'll understand the term and the sense of Timber Management much better.

I don't know about you but to me these thousands of acres of growing trees is a fine fine sight. You can then believe in "Trees Forever."

We hauled the machine that hauls the logs

This Lumber Jack® log handler is 34′ long, 19′ wide, 15′7″ high, and weighs 128,000 pounds. But, cradled on our special heavy equipment, it rode from Portland to the woods as securely as a baby buggy. *We'd like to pamper your tough hauling jobs!*

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DEEP RIVER LOG DUMP

As the load of logs from M. F. Paulsen's truck gets swung out and down into the water Mickey Paulsen (his back toward you) and dump man Harry Kimball watch carefully. They handle many loads of logs each day at this Deep River Log Dump. Many 'doubles' come in here. Trailers are normally loaded back on the trucks at a separate Trailer Loading installation behind the log dump machinery.

After the logs are in the water the booming crew takes over and makes rafts up. Then the tug boat and their crew comes in and tows the rafts of logs to the big sorting yard near Cathlamet.

Another of the Excellent Drawings by Gene Pasini. This sketch of a Hayes Truck 5 loads of logs is the result of a visit by Gene Pasini to one of the Crown Zellerbach operations on Vancouver Island in Canada.

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Uncommonly efficient.
Mitchell Bros. system of computer assisted radio dispatching is a national trend setter. Always knowing load and equipment positions assures uncommonly fast and on-time delivery.

Uncommonly capable.
Mitchell Bros. has the uncommon ability to move any load, no matter how heavy or bulky. The Mitchell Bros. fleet now includes the Western Heavy Hauler, with a load capacity of over 56 tons.

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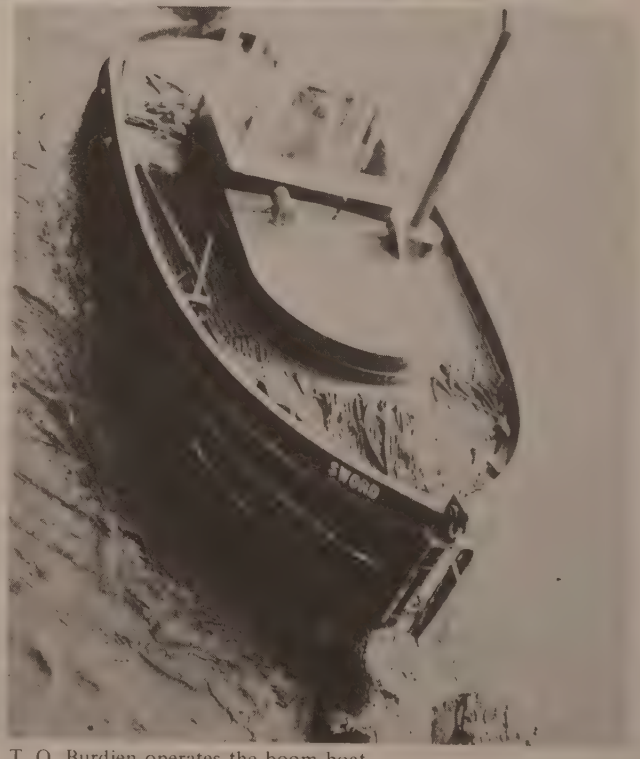
BROOKFIELD LOG DUMP

In the picture above August Malakowski, truck driver, watches Floyd Hoven who is watching Ole Arness put the crimp on the keepers that hold the ends of the steel bands together. As the truck approaches the log dump it first drives across the scales where Floyd Hoven weighs it. Next the truck pulls onto the dock and under the unloading boom. Then the dumping straps are put under, and around, the load and hooked up. Ole Arness, who is the boss and runs the dump machine, tightens up the straps. Then the binders are taken off. For safeties sake the load binders are never removed until the load is supported by the straps. Next the load is banded with two steel straps.

After that the entire load is lifted up and swung over and down into the Columbia River. From there the man who operates the boom boat (The Sword) takes over and pushes the bundled logs into the raft under the direction of Raftman Stanley Sumski.

In the meantime Ole and Floyd load the empty trailer back onto the truck and the driver heads up into the woods for another load.

One of the big problems at this booming ground are the big swells set up by Steamships going up and down the river too fast. These swells can pull the piling and tear the log rafts apart. Most of the skippers slow down and take it easy while going by the Brookfield Dump.



T. O. Burdien operates the boom boat.

HOOKING UP THE DOUBLES. Log truck driver Loren Ross heading toward the cab of his truck. Truck Dispatcher Abe Busse, who also drives logging truck, moving to the right.

Loren will take off in his 500 horse truck and head for the Deep River log dump about ten miles up and over the hills. The round trip will take him about an hour.

This spot is a sort of a switch yard for trucks. Here extra trailers, dollies and so forth are kept. The trucks go uphill from here to the landings where they get a load of logs. As they come down hill to the switch yard here they may drop off that load of logs, pick up another trailer and head back to the landing for a second load. If so then Abe Busse will put a dolly under the load of logs they delivered and make it ready to be hooked behind another full load of logs for the trip from here to the Deep River Log Dump.

In the rear of the picture a special, separate Dolly can be seen. All the trucks are equipped with hydraulic equipment so they can lift off a load or back under a load and make fast to it.

Thus trucks and drivers can make up, get rid of and store loads to suit the haul and the demand for trucks.

Three drivers that I know of who haul to the Deep River Log Dump out of this area are Loren Ross, Ray Chase and Gary Olson.

Abe (Albert) Busse has driven log truck for 31 years. He has been driving for Crown Zellerbach for ten years.

Most of the trucks and trailers are equipped with log bunks ten feet wide. The trucks that pull the doubles are equipped with 500 horse power engines. They need every bit of that power to haul up over the hill and to the log dump.

RAY CHASE, LOG TRUCK DRIVER, has just hoisted his load and is snapping out the legs to hold up the load as he pulls out. Next he will get back into his truck, pick up another trailer set up with truck bunk, and head up the hill after another load.

Crown-Zellerbach Log Sorting Yard at Cathlamet, Wash.

Reprinted from the July 1970 Issue of Loggers World

AT THE LEFT is the LS - 108 Link Belt with Bob Ohrberg at the controls, at the right is the Manitowoc with Bob Seaberg operating. In the distance, under the Manitowoc boom, you can see part of the offices of the CZ Cathlamet Division.

These machines are picking logs off the lower deck after they have been scaled and graded. These operators now stack them in a crib. Which crib depends upon the mark on the end of the logs. Wonder if they both ever grab the same log? Would be a tussle!

SORTING LOGS

SORTING YARDS! SORTING LOGS!

There is a log sorting yard near Cathlamet, Washington, which is unique and different. Owned and operated by Crown-Zellerbach this yard sorts and grades over forty different sorts and grades of logs.

Logs come to the yard in two ways, by truck and by water. The water is a slough off the Columbia River. Logs from parts of the Crown Cathlamet Logging operation come by water from a log dump at Brookfield and from a log dump on Deep River. Logs come in by truck from all over this particular division. In addition logs may come to this sorting yard from other divisions. The morning we watched operations they were handling bundles of thinning logs (many small small ones) that had come from Vernonia.

The logs are brought in by water (talking about those logs brought in by water) and the rafts are parked upstream of the main big crane. This crane is one of six electric cranes that worked on the construction of the Bay Bridges near San Francisco. It is rated as a 35 ton machine but is capable of picking up more than its rated capacity. The operator, Dale Tracy, sits in his cab away up in the air where he can see what is going on. The bundles of logs are slipped into a docking place. Dale lowers his grapples, a double set that will take a twenty foot bite, and grabs the whole bundle of logs. Up he comes out of the water and swings to the Sorting Deck. As soon as he sets them on the deck, with the grapples still holding onto the logs, Bob Peterson (the deck man) comes over and cuts the steel strapping holding the bundle of logs together. Then the grapples are released and the logs lay down flat and scatter out. With live chains they are transported across the deck.

As they make their way across the deck they are attacked from each end by Log Scalers who measure, grade and mark the logs. Equipped with two way radios these log scalers feed information to a tallyman in a small cabin nearby. The marks are put on so that the logs will go into the right crib or bin.

Soon the logs slide off the end of the sorting deck losing about 12 feet in elevation as they do so. When they hit the lower skids they are now within reach of two shovel loaders. One machine is a Link-Belt LS-108 track machine operated by Bob Ohrberg. The other machine is a Manitowoc track machine with Bob Seaberg at the controls. They are surrounded by cribs (you could call them sleds or bins too I guess) into which they load the proper logs.

As a crib is loaded, or when it is loaded, along comes either Jerry Bain or Bob Miller in their Log Stackers and pick up the load of logs in the crib. They then carry these logs back to the waters edge and gently place them into another crib-like chunk of machinery. There they are banded together into a bundle by Clyde Jones and Devere Miller. After the banding this machine, they call it the "Log Eater," lowers the bundle into the water and kicks it loose. Then it comes back up for another load.

This log eater was developed by C-Z and is a big improvement over letting the bundles slide down a log slide. This way the bundles are tighter, easier to band, don't need so many bands and don't break bands.

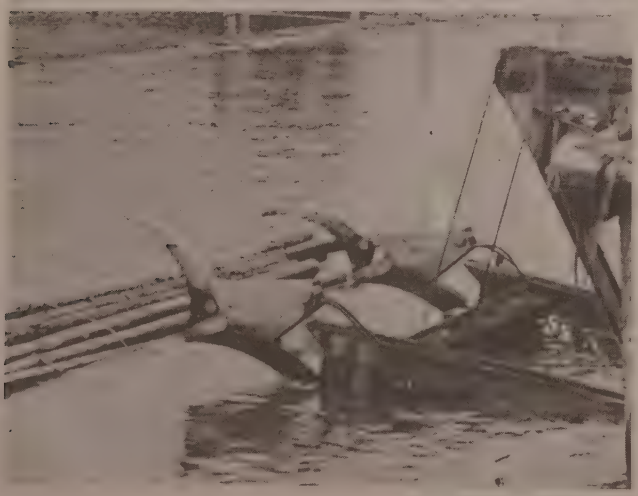
When the logs are in the water one of the busy boom boats comes along and herds it into the proper raft.

This is what normally happens to logs coming in by water. They are picked out of the water, graded, scaled, sorted, bundled and put back in the water for shipment.

While all this activity is taking place trucks are coming in to be unloaded. Logs are being put into piles. Logs are being taken from piles. Logs are laid out on skids to be scaled in other parts of the yard. Incoming trucks are being weighed. Some longer logs are cut into proper lengths in yet a different department. A Hy-Loader (they call it the Hi-Bob!) hydraulic log loader is busy filling cribs with logs. The place is a madhouse but the longer one watches the easier it is to make sense out of the chaos. Every move has a purpose and the business goes on in an orderly fashion -- so they tell me.

This sorting yard was one of the first ones. Starting back about 1962. Many of the innovations were invented, designed and built by these men.

It works and works good. They handle about half a million feet of logs in an average day and handle as many as 2000 separate logs some days. Jack Lindquist is the Sorting Yard supervisor, and Ivan Jones is the yard foreman. This is the sorting yard that may have been responsible for many more sorting yards being constructed. They know their business!



"THE LOG EATER"

In the upper picture the man closest to you is Clyde Jones. The gentleman to the right is Devere Miller. These fellows work on the "Log Eater." The Log Eater is a specially designed and constructed piece of machinery whose purpose it is to grab a load of logs, let them gently into the water and then with a hydraulic fist and arm shove those logs out so they float free. In the upper picture the Log Eater is open and ready for logs.

In the next picture the Log Eater has its logs and is just starting to lower them into the water. Clyde Jones is standing to the right. Devere Miller is in the house at the controls.

Next picture the logs are just starting to get wet. Absolute control all of the time. With this machine they use fewer bands and lighter bands as opposed to shoving the bundles of logs into the water down a skidway.

Bottom picture shows the logs in the water, they have been pushed away and soon a boat will be here to hook onto these logs and lead and push them into the raft.

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IVAN JONES at the left. Ivan has the job of "looking after things." He has been in on this sorting yard since it got started. To the right is the little shack that Roy Hedlund works in. His job: to joint together and put into coils the used steel bands. In the center of the picture you can see the pile of coiled bands that Roy has made. To the rear is the brand new building with tables to eat at, an office for Jack Linquist (sorting yard supervisor) and rest rooms. One thing that impresses me about Crown Zellerbach is that they keep things looking good. They have fine looking office buildings and they have it looking bright and neat. They have kept up yards and they make a first rate impression.

BOB SEABERG and his Manitowoc Loading machine. The machine is equipped with grapples on the end of the dipper stick. Notice the logs alongside his tracks. These machines, and the operators, work hard, they work fast and they work steadily. These logs keep the machine from working out of its setting. Bob has about four cribs surrounding his machine. He loads the proper logs into the proper crib. When it is full one of the log stackers will come along and pack that bundle of logs over to the Log Eater. He usually does that but he may take it someplace else or even store it in a stack in one of the big log "bays." Lots of logs in storage and in stacks in this yard.

Pictured just below is Jack Linquist the man in charge of the boom and sorting yard. That Cougar he is wearing on his hat was given to him by his Son who is a student at Washington State University.

Pictured to the right are two scalers working on the deck. Think that is John Lindberg on the left and Hans Fluckiger on the right. Standing farther right is Bob Peterson the deck man. This deck has a powered set of chains, that move the logs along when needed. Slick Working outfit.

In the lower picture Wayne Parker at the controls of the boom boat is hooked onto a bundle of logs and pulling them out into the river.

CONGRATULATIONS and BEST WISHES

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One of the two LeTourneau Log Stackers at work in Crown's Log Sorting Yard. The operator is Jerry Bain. Didn't get a chance to meet these fellows because they were busy.

Notice the symbol drawn on the end of the logs. This is a sort of a sorting mark so that all hands can tell where the log is supposed to go.

In conclusion would say this Sorting Yard is not only busy but it is efficient. Everyone seems to know what they are supposed to do and they are doing it. They have invented, designed and built machinery here for a specific need. She all melds together and is shy on bottlenecks.

Handling logs is their business.

CARL SEABERG is the operator of this Wagner Log Stacker and this man is expert at it. Like to watch him work. Here he is putting more logs into a pile of logs stored in one of the bays. Two more Log Stackers are used in this yard besides the Wagner. They are LeTourneaus and are operated by Jerry Bain and Bob Miller.

Operators of the boom boats are Wayne Parker, Marv Ammer, Joe Potter and Frank Jacobson. The head raftsman is Art Ougendal. The Tugboat "Constance J," is skippered by Duke Quigley and Roy Rodal is the deck hand.

Upper picture on the left shows Fletcher Norman and the Fuel Truck. It is his job to make the rounds of the machinery and fill the fuel tanks.

Next is Ward Pakenen the grader operator in the cab and at the controls of his road grader.

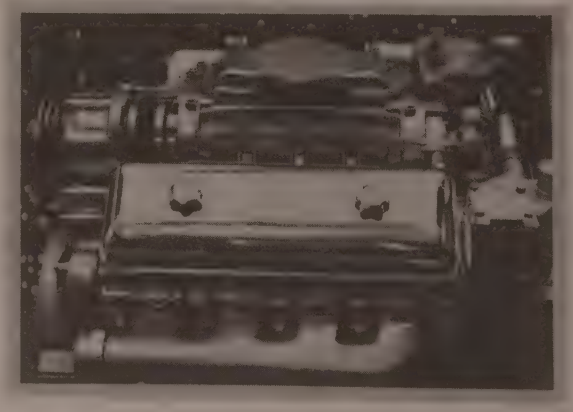
At the right is Orson Hansen who is a member of the Forestry and Engineering Department.

To the left and lower center is Cutting Foreman Kenneth Quigley. Aside from being a good logger Ken Quigley also packs home a bunch of trophies from the Wahkiakum County Logging Show.

Bottom picture to the left is log truck driver Sanford Melton.

We are in the debt of Gordon Young, Personnel Supervisor at the Cathlamet Managed Forest, for all of the pictures on this page. Gordon, who is a cracking good photographer, was kind enough to share his pictures with us. We took full advantage of his good nature and used a couple dozen of Gordon's pictures. We appreciate it!

The Cool Engine



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ARNET DANIELSON & VERN DODGE IN THE SNOW.

DON KLECKER, SHOP FOREMAN.

DEAN NIELSON AT THE WAHKIAKUM LOGGING SHOW.

CHUCK WALTERS, LOG TRUCK DRIVER.

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GENE WILLIAMS ASS'T WOODS FOREMAN.

AL THAYER, CONTRACT SUPERVISOR.

GEORGE OLLER CONTRACT LOGGER

Looming out of the fog is George Oller's Link Belt loading machine with his Skagit Yarder and Steel Tower to the rear. George runs two sides for Crown Zellerbach in the Cathlamet Managed Forest. On this operation he is pre-logging. Mickey Paulsen hauls the logs for George. Logs from here go to Brookfield Log Dump on the Columbia River.

Pictured above is the crew on the side pictured on Page 58. From the left: Hook-Tender RAY LEE. Chaser ALBERT BERGSENG. Rigging Slinger JUNIOR MATHIS. Chokerman GREGG HESS. Loader Operator BILL VOGEL. Donkey Puncher HAYWARD HARRIS.

George Oller has been logging for Crown Zellerbach for many years. He high lead logs and is equipped to log with Bulldozers and Rubber Tire Skidders when needed.

Pictured at the left and below is Bill Vogel, who operates the LS-98 log loader, Hayward Harris who operates the BU-85, and in the dark glasses is the boss himself George Oller.

At the right Chuck Walters is binding the load that Bill Vogel just put on his truck. Chuck drives truck for Mickey Paulsen of Cathlamet.

MEET G.W. NUTTER MANAGER OF THE CATHLAMET MANAGED FOREST

A Division Manager is something akin to a Captain of a Ship or a General in the Army. He is the man in command. The buck stops here. He's the man who is in the hot seat. He gets the blame but the credit usually goes on to others.

Command is lonely so they say. What kind of a man does it take who seeks out these positions of command? Why does a man forsake the comfort and the security of the lower job in order to scramble up into the rarified air of more responsibility?

In Wally Nutter it is the Desire for Achievement. It is the challenge of the next job. It is an ambition, something someplace that itches but can't be scratched. It is a constant growing. The competitive spirit. The try it and see attitude. The self confidence and the belief that if it can be done I can do it. It is all these things and more. Basically a man gets to be Division Manager because that is what he wants. That may not be all he wants but that he does want.

Continued on page 62

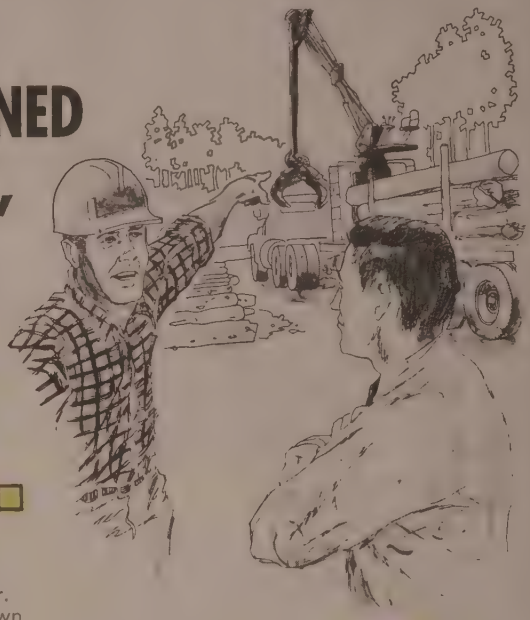
O. W. "Bill" Olsen, old time logger, and G. W. "Wally" Nutter. These two men are standing by a sign in the Crown Zellerbach public park near Cathlamet, Washington. The "Abe Creek" park is only one of the many parks which are furnished for the public pleasure by Crown Zellerbach.

G. W. "Wally" Nutter is the Manager of the Cathlamet Managed Forest.

The sign on the stump is reproduced, word for word, below:

"THESE STUMPS ARE THE REMAINS OF THE FIRST CROP OF AN OVERMATURE OLD GROWTH DOUGLAS FIR STAND OF TIMBER, THE DECADENT YELLOW FIR TREES WERE CUT IN 1923 AND 1924 AND LOGGED DOWN TO THE COLUMBIA RIVER USING A HIGH LEAD CABLE LOGGING SYSTEM FOR WATER DELIVERY TO MARKET. O. W. "BILL" OLSEN WAS THEN LOGGING THIS AREA AS PART OF THE CREW OF THE OLSEN BROS. LOGGING COMPANY. AT THAT TIME THE TIMBER THAT SURROUNDS THESE STUMPS WERE SMALL, SUPPRESSED SECOND GROWTH REPRODUCTION. O. W. "BILL" OLSEN, NOW LIVING IN LONGVIEW, WASHINGTON, LOGGED IN THIS AREA FOR THE SECOND TIME IN 1961 AND AGAIN IN 1963. THIS TIME AS AN INDEPENDENT LOGGING CONTRACTOR FOR CROWN ZELLERBACH CORP. USING A SMALL TRACTOR AND MANAGING THE FAST GROWING SECOND GROWTH ON A THINNING BASIS TO OBTAIN MAXIMUM GROWTH AND VALUE FROM THE STAND."

IF YOU'RE CONCERNED ABOUT DOWNTIME, MAYBE WE SHOULD TALK UPTIME.



"Downtime"—it's the word none of us like to hear. When a piece of your harvesting equipment is down and out, your whole logging operation can suffer. And if it's not just enough to have equipment that makes a habit of breaking down, how about getting parts and service?

At HUSKY/HY-HOE we talk "uptime". It's a word we've come to use a lot as the result of the lasting performance and long life HUSKY/HY-HOE loaders give their owners. Our dependability and durability is built in with high tensile steels, long lasting friction-free bearings, minimum two-wire hydraulic hose, oversize oil reservoirs and more. And to assure you of proper service and maintenance, all HUSKY/HY-HOE Dealers are required to stock ample parts inventories.

Concerned about downtime? Talk "uptime" with HUSKY/HY-HOE. Hydraulic log and pulpwood loaders with lifting capacities from 4,650 pounds to 45,000 pounds.

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PHOTO OF ONE OF THE TWO NEW NORTHWEST TIMBERMASTER SIXTYS
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When a man starts learning, starts mastering skills and climbing up his own personal ladder of achievement he usually finds when he gets to the top of that ladder there is no more ladder. Some ladders are longer and taller than others. Wally Nutter picked out a tall ladder. It is good that he did. He's a man that learns, that observes, that trains himself, that disciplines himself, that studies and that tries. He figures and he does his own thinking. He changes and he experiments. He is a realist concerned with "will it work?" Wally Nutter is first foremost and all the time a logger.

This is no small job, - - - - this Division Manager Job - - - - and it can't stand small men. Wally Nutter has under his direction about 250 people; 125 thousand acres of managed forest; several hundred miles of road; machinery by the ton and trucks by the score; two shops; bridges; about a dozen contract loggers; and a long list of other things. He is responsible for the quality and for the production and for the safety of the people. He is responsible for the Image of the Company he represents in that area. He is responsible for even the neatness of the buildings, yards and etc. He is responsible for improving and maintaining the environment. He is responsible. The job demands that. It is one of those "if you can't stand the heat stay out of the kitchen" tasks. He carries it, he carries it well.

Training? Wally is a logger. That is where he started and that is what he had to build with and that is what he built on. He has a logger's respect for results. He has a logger's liking for the direct route. He has a logger's feeling for others being responsible for their job. He has a logger's liking for measuring and for testing. In his priorities if the job doesn't come first it is close to the top of the list. As he grew into bigger and better jobs he trained himself for them so he was always and continually prepared. He has never quit the self education process - - - - - he'll never quit.

Orphaned at an early age, raised in a logging family by Aunt and Uncle, raised in a logging area and raised with logging people he was punking whistles during summer school vacations before he was thirteen years of age. He was taught to strive for the perfect job, to

One very noticeable thing in all the Crown Zellerbach operations are the many special tools and innovations developed and built by Crown Zellerbach people. On the boom boat above is a Hydraulic Arm with a hook at the end of it. This is controlled from the cab of the boat. Thus the hook can be used to pull a load or even to tie itself to the dock or boom stick. Understand this was developed by Ivan Jones. Good Rig!

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When we came along, Crown Z was already three-quarters of a century old. In these last twenty-five years they have helped us grow. And, hopefully, our equipment and service has helped them grow a little, too.

In addition to being a middleman, by comparison we're a bit of an upstart. So when one of our good customers gets to be a hundred years old, we don't say "congratulations." We say, Thanks!

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WALLY NUTTER POINTING OUT SOME OF THE DEFECTS IN THIS OVER RIPE OLD GROWTH FIR LOG. MUCH OF THE REMAINING OLD GROWTH FIR TIMBER IS OVER RIPE AND FULL OF DEFECT. AS THESE TREES DIE THEY BECOME DANGEROUS TO PEOPLE. AN EXTREMELY DANGEROUS FIRE HAZARD, AND DANGEROUS TO THE YOUNG HEALTHY TREES.

put out 110% and he always has and always will. This young man wanted desperately to go to College. In the middle of the depression there was no chance. Tried all the ways before heading into the woods. This belief in education was so strong in him that he and his wife Bonnie put every one of their five children thru college - - - four girls and a boy.

After graduating from high school at North River he started in the logging business. He worked as whistle punk, chokerman, chaser, bull chaser, tail rigger, climber, yarding hook tender, cold deck hook tender, rig-up hook tender and so forth. He got his first Camp Foreman's job for Crown Zellerbach in 1948.

Wally, another one of the Saginaw Climbers, started to work for Crown Zellerbach on April 8 in 1937 at Claskanine which is near Olney which isn't far from Astoria in Oregon.

Gunner Bowman was the foreman there and he asked Wally this morning to chase on the slackline machine. It was a dark and a foggy morning, visibility was zero zero. As Wally walked past the Slackline machine, it was a huge one, he asked the donkey puncher what make of machine it was. The cranky donkey puncher growled; "Washington." That reluctant answer discouraged Wally from more questioning. Soon the whistle blew, still dark and foggy, and the machine came to life with a roar. She started in with a turn, Wally left the warming fire to watch for the turn, the air was full of noise and he was expecting to see the turn of logs come flying out of the fog and darkness. The machine ran and ran and pretty soon the fog parted enough to let the new chaser see the turn of logs come creeping in toward the landing. Wally said he went back to the fire and waited for something to happen and that is what he's been doing ever since.

At that place and time CZ was changing over from Railroad Logging to truck logging. As fast as practical they were shutting down the railroads and changing over to roads and log trucks.

In 1955 Wally was made Assistant Logging Superintendent. In 1957 he was Logging Superintendent. He has worked for Crown Zellerbach at Molalla, at Neah Bay and came to Cathlamet as Division Manager in 1962.

Crown Zellerbach has a sought after prize among their Division Managers called the: "Charles E. Nichols Logging Efficiency Award." This Award was first brought out in 1960. The Managed Forest Operation is judged on four main points; Administration, Operation, Maintenance and Finance. Each of these four main points may have from three to a dozen minor judgement points. Wally Nutter and his men have won the Logging Efficiency Award four times out of the nine years it has been in existence.

The first time I ever heard of Wally Nutter was when he made a speech about hauling logs with 'Doubles' & 'Triples.' That is when the first log truck and trailer pulled another loaded trailer (doubles) or pulled a pair of loaded trailers (triples). The opinion held by engineers at that time was that (1) the tongue on the rear trailers had to be hooked to the swinging log bunk or the trailers wouldn't steer correctly and (2) that a very elaborate and complicated braking set up must be put in effect so that the loads could be stopped all at the same time or the rear loads would get the air first. Wally and one of his men defied the engineering ideas and they hooked up the air brakes with big pipes, hoses and valves. Then they hooked up the steering mechanism directly to the end of the trailer tongues on the dollies on the rear trailers. First they (Wally and one other man) sort of sneaked out with the set of empty triples to see if one would follow the other. Worked fine. Then they girded their loins, collected all their nerve and tried to stop the whole shooting match. That worked fine too. That was the start of the successful useage of the doubles and triples in hauling logs.

Question: "Mr. Nutter what does the logging Industry need? What do you see coming up?"

Answer: "We have to improve the image of the industry. In the environment aspect we are doing a much better job and we must let people know it. It is our duty to protect and maintain a suitable environment. We are producing a commodity that must be produced. It is needed."

"We must train the beginning logger better. Should have better training facilities in all phases. Logging is getting safer. Much much safer. The public should be informed of the safety we have achieved. At the same time we must work on safety, make the woods a safer place to work."

"We need to develop better methods, better machinery and better ways to do the big job in all respects."

Question: "Crown Zellerbach is definitely one of the leaders in the field of Safety in Logging. Any thoughts on that?"

Answer: "In any part of logging there is a red circle of danger near any job. For instance the danger area for a timber faller is when he is within ten feet of the tree as it is falling. If we can get that faller twenty feet from the butt of the tree we have increased the safety of his work many times. It used to be that the loader was in a real circle of danger. He was out on the pile with the tongs on one side of him and perhaps a turn of logs coming in behind him. The Grapples have changed that, for the better. The Grapple yarders are safer because the rigging men are out of that circle of danger that comes with going into the rigging. With grapple yarding that is no longer necessary. That is one way to get more safety. Get the men farther from the circle of danger."

It is a mark of a good manager that he builds an efficient and self sufficient staff. A staff of supervisory personnel who work for and with Wally Nutter. Each man has a back up man that is in

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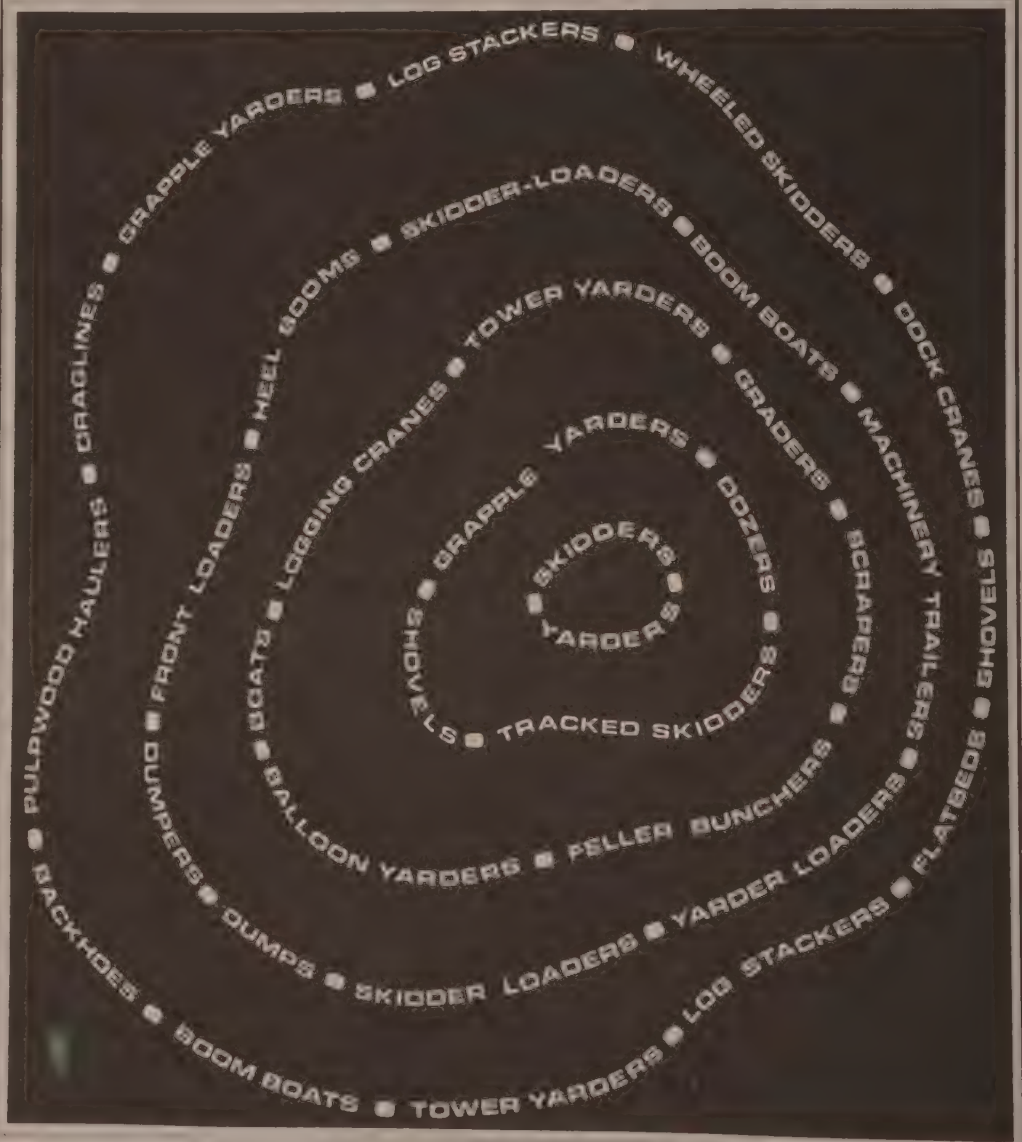

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training for that particular task. Thus when a supervisor is out for vacation or sickness another man is already trained to take his place.

Wally is a believer in the delegation of authority. To give a man a job and let him make some mistakes. He believes that those mistakes must be pointed out at times but each person must have the opportunity to do the job his way. He is a believer in his people having the overall picture, of having lots of information so they can see how what they are doing fits in with the overall plan. He further believes that good communication is important. A follow up after the program is started is necessary. One purpose of the follow up is to find out if complete understanding has been achieved. Wally says that he expects every job to be done perfectly. He expects 100% in all cases. He further says that this perfect results seldom happen, even when he is doing the job, but that he believes better results are achieved when everyone is trying for the very best.

Thorough and persistent. Two further adjectives that I believe apply to Wally Nutter, and to his credit. He is a thorough man. He is a persistent man. He has a wide knowledge of anything pertaining to his work. When he goes into a subject he goes into it deeply.

Every Division Manager, indeed every boss and every man, works out his own system for doing things and for getting things done. As I traveled around the Crown Zellerbach Northwest Timber Operations I got a chance to meet many many good men. I tried to see how they went about their work, how they did it and how they had it done. These are a high caliber batch of men. Yet their methods were remarkable in their differences. In the different methods they used to achieve about the same results. These men can handle their work - - - - they are on top of it. In command. Unusually poised and self confident they work with different methods and men and machinery to accomplish the appointed task.

One of the best has to be Wally Nutter, one of the best of any group you may select. He'll get the job done.

SAFETY & RAY POPPE

RAY POPPE, Safety Supervisor at Cathlamet Managed Forest.

Ray Poppe is the Safety Man at the Cathlamet Managed Forest. Safety is his business and his responsibility. Yet Safety is the business and the responsibility of everyone everywhere. Ray just knows more about it and makes it more his business than most of us.

In my opinion a good safety man should have a working knowledge of the activities engaged in (working activities I mean) by those he is working out safety problems with. Ray came to this work from logging. He has fell and bucked timber, worked in the rigging, marked trees into log lengths, was a Bull Buck (Timber cutting Foreman) and other things before becoming a Safety man.

Husky and athletic, Ray is a hunter, a fisherman and roars down white water rivers in his canoe.

Ray started working for Crown Zellerbach out of Molalla, Oregon in the early fifties. Ray started out his career with CZ scaling logs. Soon after that he took on the task of marking and selecting timber in the Bull Run area. Ray transferred to the Clallam Managed Forest (at Neah Bay) and spent about five years there as Cutting Foreman before transferring to Cathlamet as Safety man.

Ray's work in safety requires much patience, tact and a diplomatic approach to problems. He holds safety meetings, inspects installations, machinery, bridges, log dumps and such things as that. He works closely with the various supervisors in order to implant more safety awareness and methods in the day to day work.

One supervisor Ray likes to praise for both his production and safety is Ray Knopski the Logging Foreman. A pair that he likes to brag about is Cutting Supervisor Jim Knight and Cutting Foreman Ken Quigley. As a matter of fact he is ready with chapter and verse in praising the safety efforts of all the operation from the Chokermen to Wally Nutter the Division Manager.

In many places around this outfit a man notices cartoons where the main characters are a man and a turkey. It comes from the fact that all who do not have an injury will receive a Turkey at the end of the logging season. Those who do have an injury have let "their turkey get away." This is one of the many ways used to keep a steady awareness on safety.

Generally thru out the Crown Zellerbach Northwest Timber operations one finds that the Crown Zellerbach loggers do work safely, that they have cut down on accidents and injuries of all kinds and that they do more than pay lip service to Safety procedures in their work.

Crown Zellerbach logging crews set a World Record in Safer logging. Part of the credit must go to their Safety Men such as Northwest Timber Operations Safety Supervisor Bob O'Connor and Ray Poppe. May they keep up the good work.

CROWN ZELLERBACH SAFETY

Crown Zellerbach logging crews in the States of Washington and Oregon now hold a world logging safety record as noted by the National Safety Council. 1,465,366 consecutive hours worked without a disabling injury.

The new record by the company's 1300 loggers, resulted in an injury rate which is less than half that reported nationally by the National Safety Council for its logging firm members.

During 1969, Crown loggers worked at a rate of 4.76 lost time injuries per million man hours, surpassing their previous record of 8.42 achieved in 1961 and 1968.

THE GRAPPLE YARDER above is working hard at logging the hillside off. This machine is reaching up the hill about 800 feet to get their logs. The pile is exceptionally high due to a limited amount of room to move to and fro plus the fact that the longer than usual yarding distance is bringing in more logs to pile. Except for the distance this is a pretty fair Grapple Logging Show. No hang - ups, the operator can see the logs well and the logs are thick.

The two men pictured to the right are brothers, the Barth Brothers. Each of them are hook-tenders on the Grapple Yarder pictured above. One tends hook on the day shift and the other tends hook on the night shift. They change off every week or so. Hook-tender on the left is Lex Barth and the hook - tender on the right is David Barth.

Don Parkins is the operator who works with David Barth and Roy Baurer is the operator who works with Lex Barth. Roy Baurer pictured below right leaning against the side of a pick-up waiting for the day shift to get thru so they can go to work on the nite shift. Far right is rigging man on the day crew, Ed Davis. Randy Emch is the rigging man working with the night crew.

ERIC FEASEY, DIVISION ENGINEER CATHLAMET MANAGED FOREST.

Have you ever wondered just what a Division Engineer does? What falls under his jurisdiction? What duties he and his staff fulfill? I did. Then I got a chance to spend some time with Eric Feasey and came away with a better idea of the scope and work of the Engineering Department.

About Eric Feasey. This man graduated from two colleges. First from Syracruse University. Second from Oregon State College where he received an advanced degree. Eric started to work for Crown Zellerbach in 1955 at Stamm Managed Forest out of Vernonia. He labored there for two and a half years and then back to College at the Oregon State College for his advanced degree, this took one and one quarter years. Then to Newberg, Oregon where Eric was the Resident Engineer in charge of building the Dundee Log Dump. From there he and his family moved to Neah Bay where he worked on the Clallam Managed Forest for five years. He was transferred from there to his present location at Cathlamet where he has put in about six years at this date (October of 1970).

As you'd guess from his background this is an interesting man willing and able to discuss a wide range of subjects. He takes his duties and his responsibilities seriously yet he is able to relax and tackle problems in a casual and effective manner.

Did you know for instance that it comes under the duties of the Engineering Department to care for and to maintain the Crown Zellerbach parks built for use by the public? The parks are for the public - - - - Crown Zellerbach maintains them. The Fire Warden and his crew clean up the parks once a week during the off season. They slick them up twice a week between the fourth of July and Labor Day each year. They have built and maintain three of these public parks in the Cathlamet M.F. and are contemplating building another this coming year.

Engineering department includes the forestry and timber management. The planting, the thinning, the spraying to kill bad bugs (are there good bugs?) and the tending of the crops. Lay out and mark the thinning carried out by company loggers and contract loggers. In this work the loggers go thru a stand of timber and take out selected trees so that the remaining trees will have a better chance to grow faster and to be better trees. In this type of thinning, which we can call commercial thinning, the trees taken out are manufactured into forest products.

There is another type of thinning which is called non-commercial or Pre-merchantable thinning. In this thinning trees with no value are removed so that the remaining stand will be healthier. This is done as early as possible, perhaps ten or 15 years after the trees are planted.

Both the thinning programs, that is the planning of the thinning programs comes under the jurisdiction of the Engineering Department.

Most of us are acquainted with the normal and more usual functions of a logging or forestry engineering department. The mapping of the managed forests showing the status of what is growing on the ground. The laying out and locating of roads into timber stands. The locating and laying out of settings to be logged. The constant checking and counting of logs that are felled and bucked, logs that are yarded and piled. The planning and scheduling of the production . . . . future log production. The timber cruising. Cruising timber to be sure of how much they have, what kind it is and where it is at. Timber cruising prior to the proposed purchase of standing timber. These are the normal engineering and forestry functions and ones most of us understand.

There is what is known as Forest Inventory Cruising. On the Cathlamet Managed Forest they cruise 12,000 acres each year for this purpose. The purpose of Forest Inventory. They want to know what is out there, where it is at, how much, what types and where it is at. By cruising for Forest Inventory the amount of 12,000 acres per year the entire managed forest is covered once every ten years.

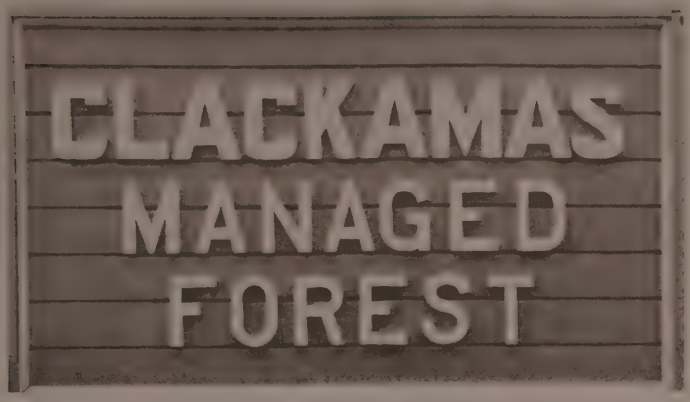
There are seven salaried men and five hourly paid men in the Engineering department. They are foresters, engineers and draftsmen. Each of these men fill other functions and pinch hit when and where the immediate need arises.

This department is charged with protection of the forests and work closely with the Washington Forest Protection Association. This includes fire protection, diseases and insects. They locate and know where the property lines and section corners are. They work with second growth timber management, fertilization, measuring tree growth, roadside brush control with mechanical brush cutters, reforestation, and maintaining and improving existing logging roads. That is a few of their jobs and at times there are others.

Under the term reforestation alone comes the task of hand planting between fifteen and eighteen hundred acres of land a year. This year they are going to use the new bullet method of planting in some cases.

They look after what they call "Minor Forest Products." These minor forest products is fast becoming a major source of income and a major part of the managed forests picture. These products include such things as Christmas Trees, boughs, ferns, types of bark, maple burls, Salal, cedar shakes, shingles and fence posts, and even selling rock from the many rock pits located in the area.

In conclusion of this little discussion you can see that this department does what needs the doing. The Engineering department is located in the big "back room." Instead of asking what the boys in the back room will have in this instance you could ask "see if the boys in the back room can do this job for us?"



CLACKAMAS MANAGED FOREST

The 85 Square Mile Clackamas Managed Forest is Crown Zellerbach's highest altitude managed forest. Headquarters, shops, offices and sorting yard, are located about four miles East of Molalla, Oregon.

About 40% of the managed forest is covered with old growth and second growth timber. The remaining acres are well stocked with young trees of variable ages and types. Predominant species is Douglas fir with western hemlock, noble fir, white pine, silver fir, cottonwood, western red cedar, red alder and big leaf maple present in commercial quantities.

DON BROOKS, donkey puncher, on the hi-lead side watches the spooling of the drums as he comes in with a turn of logs.

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MODERN WAREHOUSE & OFFICES

Slim Schrager is the Division Manager. Dick Ridings is the Woods Foreman. Ed Olson is the Division Engineer. Bob May is the Safety Supervisor. Contract Supervisor is Earl Ellis. Shop Super is Huck Ackley. Truck boss is Gerald Fischer. Cutting Supervisor is Bob Bennett and Lee Wright is Cutting Foreman. Kelly Neal is in charge of the Log Sorting yard. Otto Hansen is the Foreman of the Log Boom at Canby. Purchasing Agent is Lloyd Barnett and the Office Manager is Mal Greig. Construction Foreman is Phil James and Fire Warden is Bill O'Dea. Molalla Forest Road Traffic Safety Supervisor is William Radosevich. Quality Control Supervisor is Duane Fillis.

They log here with two Grapple Yarders, that run two shifts each. Understand that the day crew and the night crews change off with each other. They have a yarder - tower high lead side and Eldon "Red" Barth is hook - tender on this side. In addition they use Crawlers in a limited manner and do some rubber tire skidder logging.

This managed forest is on a substained yield managed basis. That is they harvest only that amount that they can replace each year by planting, fertilizing and hurrying along the next crop of trees. They buy timber occasionally to implement their production plans.

Logs are hauled on private roads. Logs are first hauled from the woods to the sorting yard. After they are scaled, sorted, graded and so forth they are loaded onto trucks which haul double and triple loads on the Private Crown Zellerbach and Weyerhaeuser Road to the booming grounds near Canby, Oregon.

Contract Supervisor Earl Ellis has three contractors that he works with. Two of them are thinning contractors. They get out the marked trees for thinning and deck them along the road where they are later loaded and hauled by Crown Zellerbach. C. W. Arnold and Wally Moehnke are the thinning contractors.

Muffett & Muffett, Win & Wes, have a very efficient and different operation. They get logs out after most logging operations have logged the ground and have left. They salvage what they are able too. Earl Ellis says: "They do a remarkable job." They clean up and get all the possible logs, mostly small and low grades, before the ground is scarified and the brush is piled. They do produce logs and do it with four two man sides. They use crawler machines and the logs are loaded and hauled by Arnold Oller with his self loading truck. Arnold is from Molalla. This operation utilizes more wood, makes the clearing job easier, reduces fire danger, gets more ground back in tree growing production, and makes more employment. Muffett & Muffett find their own log markets and sell some of their logs back to Crown Zellerbach. They buy the logs on a stumpage basis in the first place from Crown Zellerbach. They have seven log sorts in the woods and take everything down to a four inch diameter top.

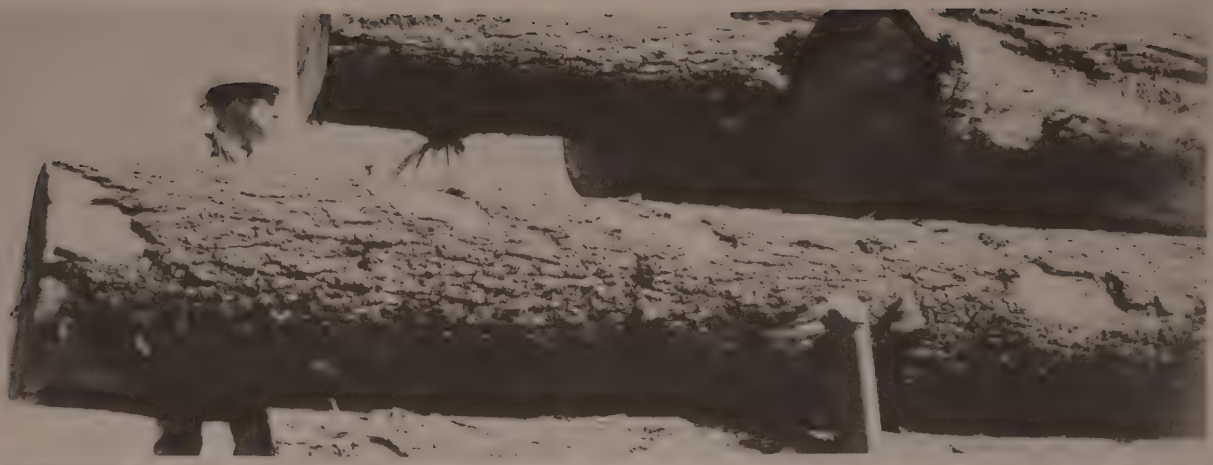
Whenever one logger is talking about a logging country or piece of ground he eventually gets around to describing and talking about the characteristics of the terrain. There is good ground for logging in this managed forest. There is one heck of a lot of it steep enough and rocky enough to test the ability and the ingenuity of the best of loggers. Dick Ridings showed me a rocky steep area where Red Barth moved a yarder right straight up the hill. Since Dick is a truthful man I've got to believe that Red did it (besides that other people told me the same thing). That is a real tribute to the hook tender, Red Barth, and his men and the machinery.

On this managed forest there will never never never be any shortage of rock. They got it and to spare.

LOADING CREW working out of a pile of logs that were yarded and stacked up by the Grapple Yarder and its crew. Operator of the Washington log loading machine is Bud Reece. Second loader is Jim Nicholson. It is estimated that there are 84 loads of logs to be loaded in this pile. So far they have loaded out about 65 loads. Which means when they started loading they were looking at about 150 loads of logs in this one pile. All these loads are off-hiway loads that travel from here to the sorting yard near Molalla. After they are sorted they are again transported to the booming grounds at Canby on the Willamette River. It is all private road haul from the Sorting Yard to the booming grounds.

Boom Foreman is Otto Hansen and Log Sorting Yard Foreman is Kelly Neal.

William Radosevich is the Traffic Safety Supervisor. He takes care of the road from the sorting yard to the booming grounds. Crown Zellerbach and Weyerhaeuser Company share this road, both companies hauling logs over it. Bill looks after traffic lites, watches out for vandalism and enforces safety and speed regulations on this stretch of black topped private road. He's a busy man!



At the top of the page is second loader Jim Nicholson branding a load of logs.

Just above is DON HEPLER. Don is the hook-tender on one of the Grapple Yarders. A man with lots of experience in the rigging he gets the logs with the Grapple Yarding method.

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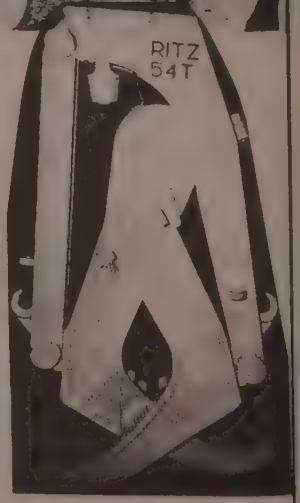

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M. H. 'SLIM' SCHRAGER

MANAGER CLACKAMAS

MANAGED FOREST.

Slim Schrager is the Manager of the Clackamas Managed Forest.

Had two brief chances to talk with this busy man. He is a man who is busy in a way that I admire. When he does something he does it all the way. He works in a sort of an easy going way that is casual and effective. He has mastered the trick of working relaxed and thus work better and longer without getting worn down. Both times that I talked with him, and both these times were non scheduled meetings that interfered with his schedule, he leaned back in the chair and talked about things I wanted to hear about.

Had heard much good about this man before meeting him. Had heard that he had the ability to lead without seeming too and that he instilled a lot of loyalty and cooperation in those people he worked with. Slim has the trick of delegating responsibility and giving a man freedom to do the job he is to do. That is what I knew before meeting him, that is what I heard while in his territory and that is how he works. To listen to Slim you'd think he was the least important man in the outfit.

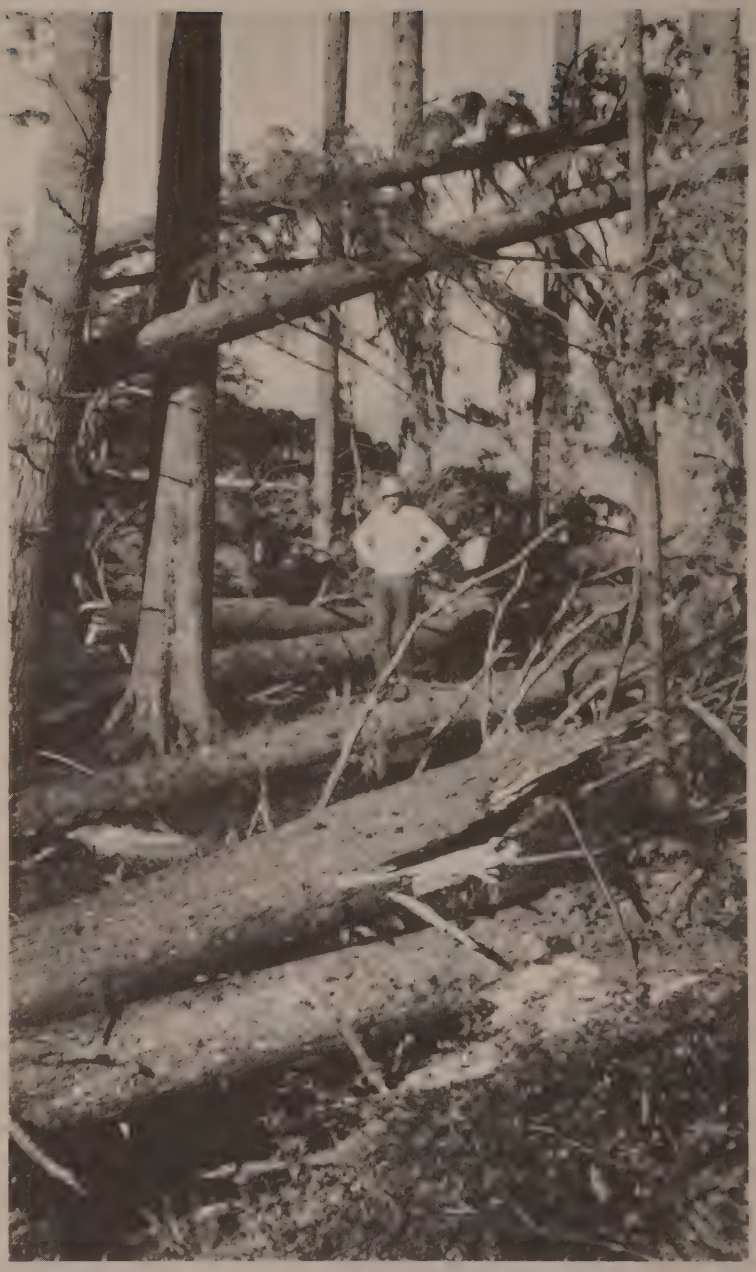
His knowledge is deep, his reactions are true and his answers are honest. He doesn't hedge but is diplomatic.

Slim was telling me about the change in emphasis from production to quality. Logs are merchandise and it is up to the logging outfit to get the best grade of log out of a tree. That timber must be fell in a way that the tree is saved. The tree must be measured and cut so that it utilizes the best possible grades in that tree and in those logs. For instance there is a big difference in price between a log that is eleven and a half inches thru and a log that is twelve inches thru. They fall into different categories, grades and prices due to that half inch. He said that trees must be marked and bucked for diameter as well as for length. That what is normally a two log tree must at times be cut into three logs in order to get the most and the best utilization of that tree. It seems that the biggest strides they are making is in smaller timber. Timber that was considered low grade and not worth the time and effort to get better logs. This is the type of timber that the biggest changes and the most attention is given too. Almost any faller and bucker is very careful of high grade trees, of big timber, and now they are concentrating on the smaller timber. They are making it pay in a big way.

When the timber is fell it is carefully marked for the best there is in it. Then it is bucked. After it is logged and hauled it comes to the sorting yard. There it is scaled, sorted and graded. There too a log may be cut shorter, trimmed off or changed in order to get a better log of a higher grade. It is a merchandising business.

The Clackamas M. F. has two log sorting yards, the main one at headquarters near Molalla which sorts logs for Weyerhaeuser and Crown Zellerbach, and one on the Clackamas river. The Clackamas river log sorting yard sorts and grades logs for Crown Zellerbach and for other loggers that wish to take advantage of this service.

Talked to Slim about Pre-logging. Pre-logging is a system used by Crown Zellerbach on most all, maybe all, of their Managed Forests. First in a stand of timber the loggers go in and they fall and buck the smaller trees and they buck the windfall timber. Then they log this timber, a pre-logging operation. Later other loggers come along and they fall and buck and log the remaining timber.



'SLIM' SCHRAGER, MANAGER CLACKAMAS MANAGED FOREST, STANDING AMID SOME BLOWDOWN AS A RESULT OF THE COLUMBUS DAY STORM IN NINETEEN SIXTY TWO.

One of the obvious advantages of this system is that there is less breakage of the smaller trees and better utilization of the timber stand. There is better utilization of the larger trees and less breakage because the windfalls are removed.

One of the different and interesting points that Slim brought out is that pre-logging is a fire deterrent. Because there is less breakage there is less wood left on the ground. Since there are fewer chunks and brush left behind there is less danger of a fire starting and if it does start an easier fire to control, contain and put out.

This man Slim Schrager is a fine man to know and to talk with. Hope you have the chance to do so.

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This model 50 Drott with its self-propelled carrier is a real "going rig" . . . it's loading here on a logging operation near Mt. Rainier. Next week they may put it in high gear and move to another show miles away where they need fast, reliable loading on a thinning or clear cut operation.

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DICK RIDINGS WOODS FOREMAN, on the left side of the pick-up box talking to Lester Layman (operator of the loading machine in the background) and Ed Burks (second - loader on same machine).

DICK RIDINGS

Dick is the Woods Boss at the Clackamas Managed Forest and according to all reports he is a good one. He is dedicated, he knows the logging business, due to years of experience and he keeps up with the newer innovations, methods and machinery. Dick is one of those rare men that has had a lot of experience with logging and is yet able to accept changes and better methods.

He is a big man. Quint Wyland, told me that Dick was one of the strongest men that he has ever known. He is a man that has held down almost every logging job there is. He has done it and he can do it.

He knows the Clackamas Managed Forest like most people know their back yard. He has driven over it and he has hiked thru it many times. This is his place, where he likes to be, where he fits and where he chooses to be.

There is always a transition going on in every phase of living and work. Nothing is exactly like it used to be. Nor should it be. In traveling with Dick and in watching him work it comes to me that the Woods Foreman has been upgraded until he holds almost the same position that was formerly held by the Logging Superintendent. He has the responsibility for the logging for the entire logging process. He's the guy that fits it together and is immediately available when he is needed. Logging is a business of problems. Something is always breaking down, happening off schedule, sliding in or filling up or any of a dozen things. Dick is the master of organizing it and then making immediate changes when needed.

DON PARKINS AND BOB MAY. Don is the Grapple Yarder Operator. Bob May is the Safety Supervisor at the Clackamas MF.

COMMENT:

As I go thru the various Divisions (Managed Forests) of the Corporation known as Crown Zellerbach it keeps coming to me that maybe it is true what Glen Hawkins said, "This is a corporation with a heart."

Proud . . . is one thing the CZ people are of their outfit. They are darned sure that they work for the best outfit there is. Didn't hear much bitching but did hear a lot of bragging about what is done, who done it and how they did it.

Got in a crew truck full of cutting men eating lunch one noon. Lee Wright, the Cutting Foreman, said; "While you are here you better get a picture of the best timber cutters in the organization. They fall and buck timber better, they do it safer and they get the best logs there is to be got out of the tree."

This was good to hear. When I talked to Lee Wright, or when he was talking to me, he was the third Cutting Foreman that I had discussed falling and bucking timber with. Every cutting foreman had said substantially the same thing about their crew.

Later that afternoon while talking to "Slim" Schrager he said: "While you were with Bob Bennett today he probably told you that we have the best cutting crew of all time. If he didn't tell you that he should of." (Bob Bennett is the Cutting Supervisor for the Clackamas Managed Forest).

That is the way I like to hear people talk about those they work with.

Mentioned to Slim that they seemed to have a smooth running outfit that got the production without raising a lot of dust or ruffling many feathers. He said that was because they had the best people there was, a fine fine bunch.

Now before you get sick of reading all these complimentary sayings let me tell you that I did run into some bitchers. A working logger that can't find something to bitch about just isn't human or normal. But there was less here than any like place I've ever been. One must also take into consideration that when a writer and photographer is around people tend to put on their company manners and push the best foot forward. But I know loggers pretty good, my wife's husband was one for years, and many of the loggers that I talked too I've known for years before talking to them about this book. These men would be honest with me and I think they were. Almost always the message was, "Crown Zellerbach is a good outfit to work for."

Another thing that amazed me time after time is the men who have worked twenty and thirty years for Crown Zellerbach. Many many many of them have went to work for CZ and they stayed and they wouldn't do it any different. Eldon "Red" Barth is a hook tender with about 25 years experience. Two of his sons, Lex and David, are hook-tenders and a brother of Red's also works for CZ.

Lloyd Barnett is the Purchasing Agent at Molalla for the Clackamas Managed Forest. He told me that his grandfather, his father, himself and his son are all Crown Zellerbach people.

A long time ago someone told me not to pay attention to what people said they had done or what they said they were going to do. Just pay attention to what they did and what they are doing. When you run into dozens and dozens of people who work for the same outfit for years and years, who bring their sons into the same organization, and who invite men they know are good loggers to come to work for that organization that says it. That says it better than words because you ain't listening to what someone says you are observing what they have done and what they are doing.

Loggers over the years have built up a reputation as "short timers." They make a stake and move on. They quit because the hook tender spit out of the wrong side of his mouth, because the crew truck was early (or late) or just because. They quit good jobs at times just to show their independence. To prove they are good men and they can go to work anywhere and anytime they want too. They quit to prove that: "Nothing is tied down here except the spar tree." That is the history and the kind of men we are talking about. This independent breed of good men with a strong fiery fierce pride in themselves and in their achievements. These are the kind of men that are twenty five year men, lots of them. Says a lot of good things about the company and about the men.

G. F. HAWKINS

G. F. Hawkins, Asst. Logging Manager. Northwest Timber Operations Crown Zellerbach Corporation is the information given on his business card. Along with address and phone numbers.

For many years as I've been stumbling around bothering loggers at work people have suggested that I should meet Glen Hawkins. Mostly they were surprised that we, Glen Hawkins and I, hadn't met. The other day we did, at the Molalla CZ office. We talked for half an hour or so at the tailgate of a pick-up. A real "tail gate" meeting.

Learned that Glen Hawkins had spent 36 or 37 years in the service of CZ. That he liked his work. That he collected logging stories. That he is one hell of an engaging and interesting man to talk to. That he is a big booster for logging and loggers and he is extremely proud of those he works with.

Glen looks after the Clackamas Managed Forest (at Molalla), the Tillamook Managed Forest, the Stamm Managed Forest, (Vernonia), the Chip Truck operation and other things. He is by himself a going concern. He works for a growing concern.

His experiences with logging and loggers covers the whole spectrum with side trips into other interests. Am looking forward to more B.S. sessions with this man. He makes sense but he ain't deadly serious about it.

Above is a long long pile of raw materials for homes for people. This deck of logs had been logged and piled by a Grapple Yarder. They started loading at the right end of the picture and figured they had 84 loads left at the time this picture was taken. Lower picture: An over ripe and partly conky old growth fir that is forty years past its prime heading for the ground where it will be manufactured into building materials.

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A GRAPPLE YARDER SETTING AT THE CLACKAMAS MANAGED FOREST!

Crew on this machine are as follows: Day Crew: David Barth the hook tender, Don Parkins the machine operator and Ed Davis the rigging man. Nite Crew: Lex Barth the hook tender, Roy Baurer the operator and Randy Emch the rigging man. These two crews change shifts ever so often.

The picture was taken from the back end of the setting, above and about 800 feet from the machine. Main haul road is on yonder side of the Yarder and the pile of logs. The operator has a log in the grapple and is close to the pile with it.

That is a big big pile of logs. It is a tall pile due to lots of wood coming off this hillside. There is a heartening sight. Can you imagine all of the homes that can be constructed from that pile of logs? That is the raw material for homes for many families in that log pile. Looks good!

In the picture above second loader, Jim Nicholson, (closest to you) is pulling some slack over the load while truck driver, Wayne Huiras, prepares to bind the load. Bud Reece is the loading machine operator who put this load on out of the pile of logs pictured back on page 76.

Below Larry Beyer bucks a big over ripe fir tree felled by his partner Lloyd Smith.

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Artist Gene Pasini sketches a scene from one of the landings on Vancouver Island in British Columbia at a Crown Zellerbach logging operation. The truck getting the trailer unloaded will soon back under and hook up to the waiting load of logs. While the driver takes the load to the log dump, the loading crew will be busy loading the empty trailer.

TALKIE - TOOTER

TRANSMITTER

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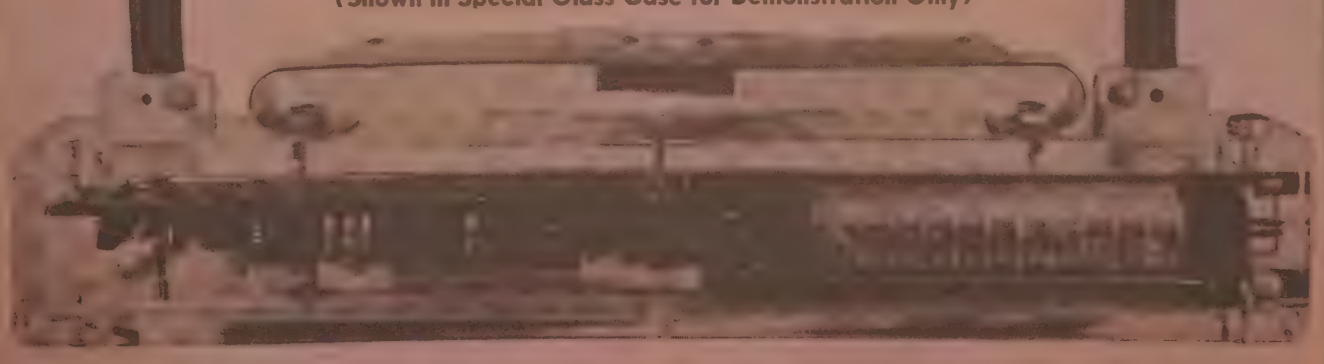

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BOB BENNETT

Bob Bennett is the Supervisor of Timber Cutting at the Clackamas Managed Forest. First time I met him was when he was chairman at the monthly "Labor-Management" safety meeting at the Molalla headquarters.

A strong looking, handsome man Bob is both pleasant and cheerful. His job is to get the timber fell and bucked in a safe way and the best way. He needs to get good production but above all he and his crew work toward getting the very best grade of logs possible out of each tree. This is a guy that likes his job, is intensely proud of the men that work for and with him and likes the company he works for. He feels that CZ is a company that does things pretty well the right way so that a man can represent them and carry on the work with a good conscience.

"What always hurt me running a saw was vibration... and now it's all gone."

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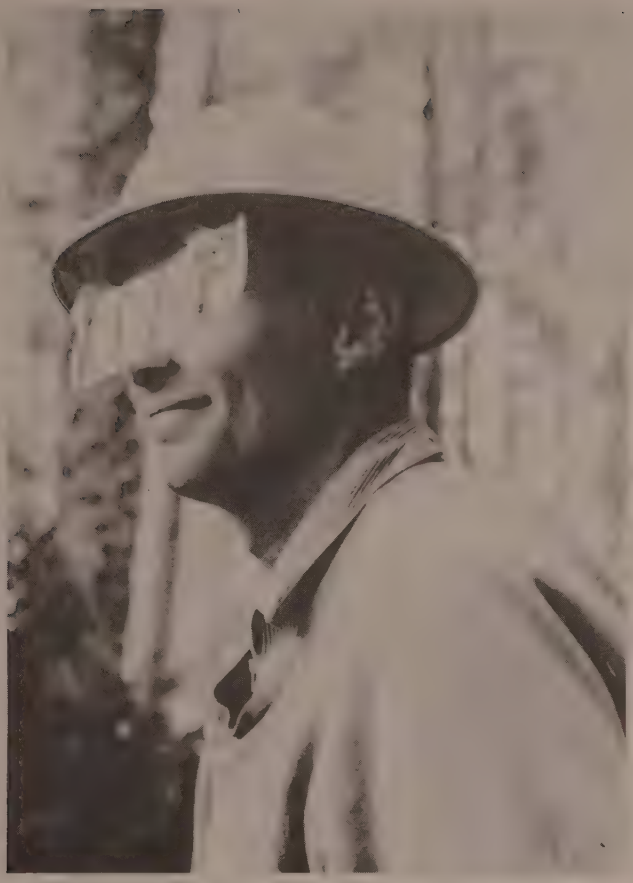
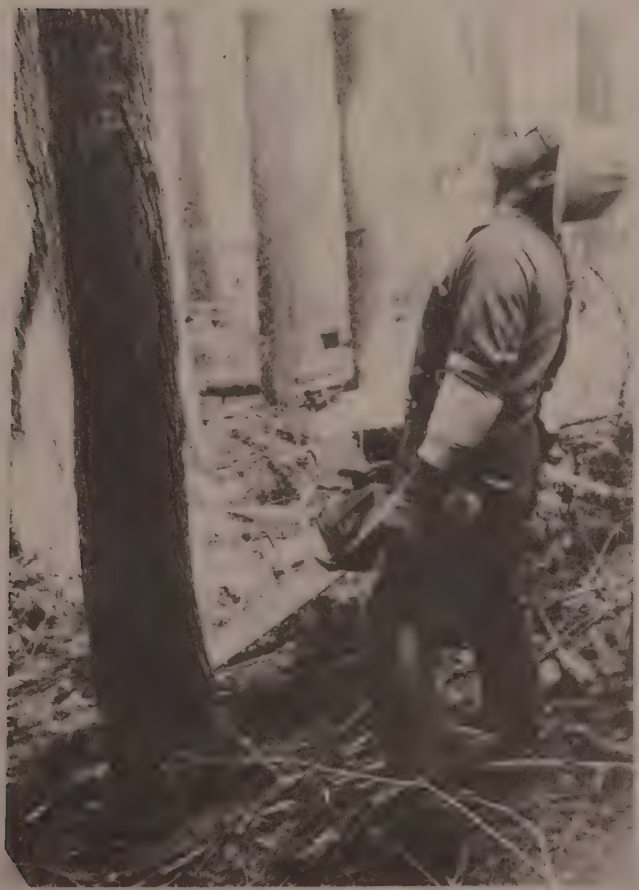
CLACKAMAS MANAGED FOREST CUTTING CREW

PART OF THE CUTTING CREW THAT SO MANY MEN ARE DARNED PROUD OF: FROM THE LEFT: EMERY GORBETT, ARVID KROPF, REX COLEMAN, GERALD PHILPOT, FRANK KINTZ, DELMAR PEASE, LEE WRIGHT AND BOB BENNETT.



REX COLEMAN wearing a safety shield to protect the eyes.

REX COLEMAN bucking a small log. All the men on this page are falling and bucking marked trees in the thinning program.



EMERY GORBETT trying to figure out which way it wants to go. Lots of chances to get a tree skybound here.

ARVID KROPF limbing a small tree. Every man in the crew wears either a pair of glasses or the safety shield to protect the eyes.

LLOYD SMITH putting in an undercut in a big fir. He and his partner, Larry Beyer, put it down, saved it to the bud and bucked out all the logs that were in it. Lower picture (to the right) shows the stump and the saw that Lloyd used setting on top.

This old growth timber in this particular patch is in terrible shape. Dead tops, stump rot and lots of pitch. It is long past harvesting time so that the timber that is going backwards can be manufactured into much needed home building material and so that the ground can be re-planted and get busy growing a new and better crop.

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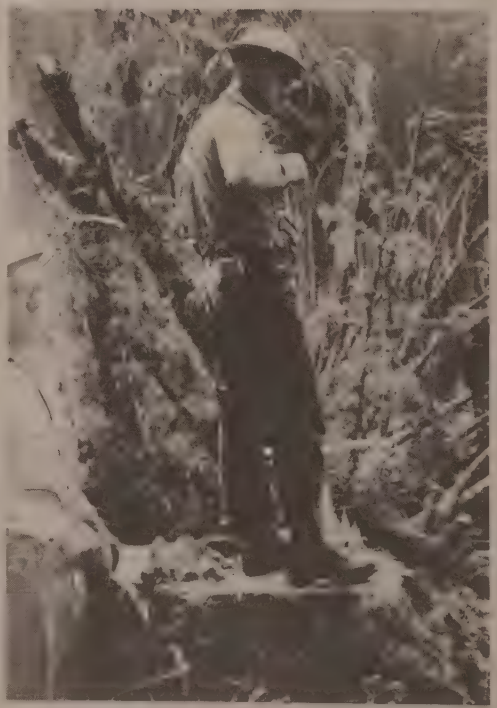
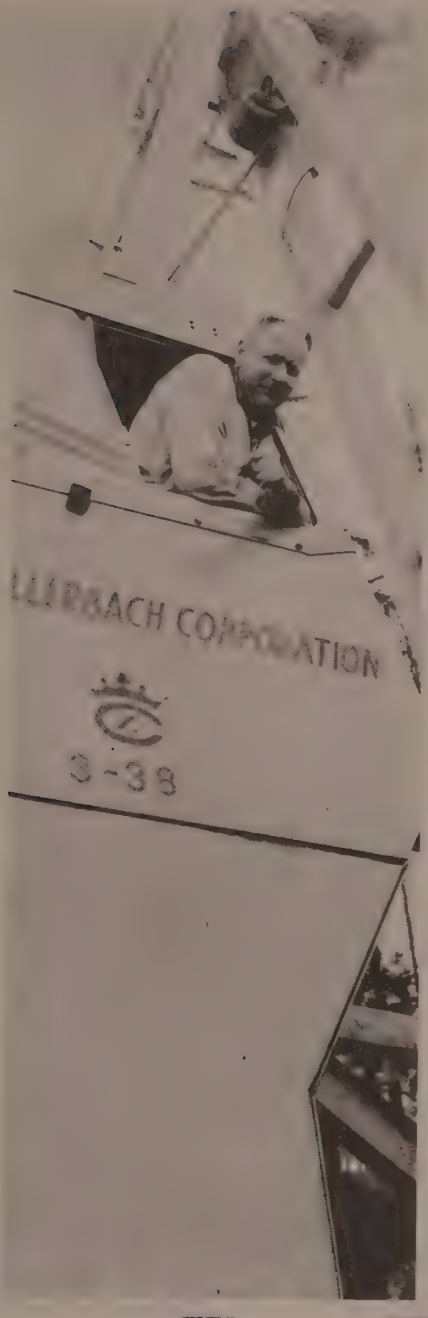
LARRY BEYER, above and left, contemplates where to make the next bucking cut. GREGG MABEN, hooking up the rigging on a Grapple Yarder at Clackamas Managed Forest. Bottom right is a look at Lloyd Smith standing on the stump of the tree he just fell.

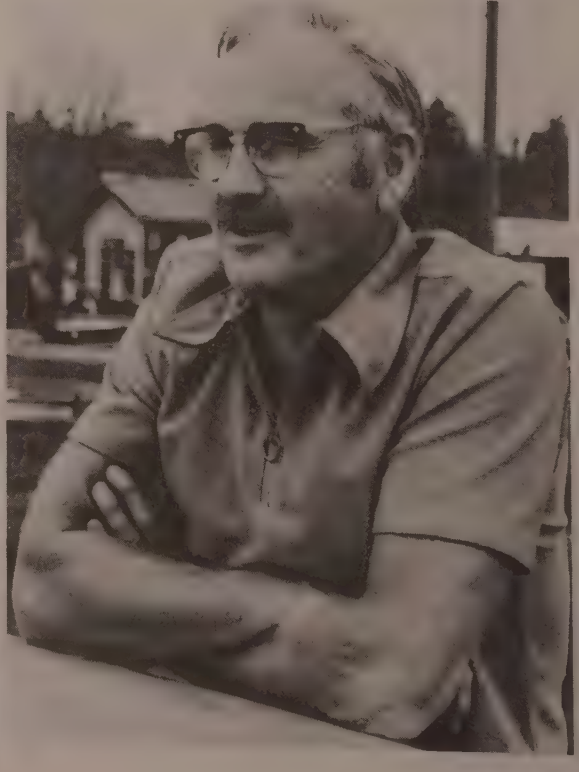
To the left is a Symbol, or Logo, created for Loggers World by Gene Pasini. This is a logger and one we think that is representative of logging men everywhere. He's ready to go but knows how to rest and relax between turns. The purpose of such a drawing is to use as a sort of a symbol for Loggers World and to use it to fill in some empty spots. That's what happened here.



Far left is a look at Grapple Yarder operator CHUCK LUSTY. To the left is Merle Miller, chaser on the hi - lead side. Just below is a logger that worked for Crown Zellerbach during the depression years, Paul Reppeto. Paul is a columnist for Loggers World and is the author of the book, "Way of the Logger." Below left is Bob Ohrberg, who runs this LS-108 at the Cathlamet Sorting Yard. Below right is Earl Ellis. Earl is Contract Logging Supervisor for the Clackamas Managed Forest.

Fine men!

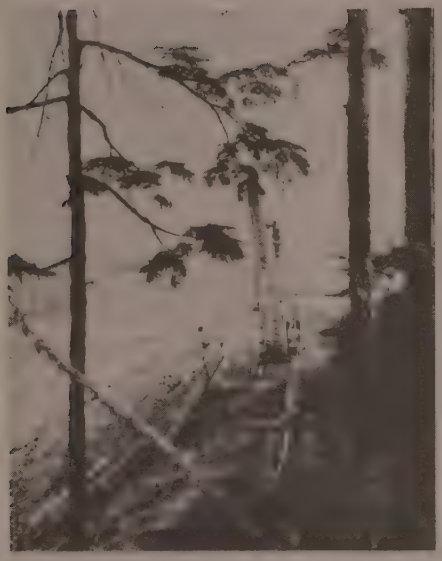




RIGGING CREW ON YARDER SIDE AT CLACKAMAS

FROM THE LEFT: J. HARRY, ELDON 'RED' BARTH (HOOK-TENDER), LEON CHASCHIN, DAVE WYMAR (RIGGING SLINGER) AND JOHN SUTHERLAND. NOT PICTURED HERE IS THE DONKEY PUNCHER, DON BROOKS AND THE CHASER, MERLE MILLER.

GRAPPLE LOGGING AT CLACKAMAS MANAGED FOREST



Top left picture shows the Washington Sky-Lok 108 Grapple Yarder. In the next picture the Mar Grapple and Mar Grapple Carriage is on its way out to snaffle onto a log. Third, fourth and fifth picture shows the Grapple finding the logs, settling down on it, closing on the log and heading for the landing. Sixth seventh and eighth pictures shows it approaching the landing and being swung into the pile.

Due to a lack of landing space at this location the logs are being piled into the road uphill from the yarder. Later on, after the Grapple Yarder and the crew is finished, the loading machine will come in and load out the pile. Good system.

Loggers are people who perform the most rugged and difficult jobs in a light hearted manner. They are the gentlemen of the big outdoors. They have fun at their work; we should do no less. They choose their manner of making a living; so why can't we? They work with gusto, with humor and with actionized energy. Can we do less than try to bring the true picture of loggers.

Loggers don't fit a mold. They have characteristics in common one with another perhaps but fundamentally they are a huge collection of individuals in one of the last occupations that allows full individuality. They are men, superior men, with more of the strengths possessed by normal men. Oh they have weaknesses too . . . I just don't know about them.

Almost any logger can be forgiven anything if he is good at his work and he shows up regularly to do it. A man good at his work, who feels a responsibility toward it, is likely to be good at most things and is likely to be a good man in all things.

The common characteristic of a logger is that he came to get the job done. In no other field is there a better dedication to the job than among loggers. The love of production the determination to meet and to beat the goals allows for forgiveness of many things. "He's a Good Man" said by one logger about another is the cream of praise.

Young men who like to go ahead; who like to put the emphasis on getting the job done instead of putting the emphasis on the method, of fitting the mold of politeness and hind end kissing; are men who would like being a logger. Men who like to work, who find fulfillment in accomplishment, men who are true conservationists, men who want to live and to work so as to take pride in the way they live and work and men who want to walk straight and proud, to look anyone in the eye are the type of man and men that would be good loggers.

Logging has room for men of this type if these men have humor in their make up. If they can do serious work in a light hearted manner; if they can be proud and yet be light hearted and not collect conceit. There is nothing like old Mother Nature and the problems of logging to knock that conceit out of a man.

This life of a logger is a good life. If you're man enough for it.

FOR THE FINAL ENDING OF THIS MESS OF B.S. TURN TO THE INSIDE OF THE BACK COVER!!

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TILLAMOOK MANAGED FOREST HEADQUARTERED NEAR TILLAMOOK, OREGON!

They tell me this Managed Forest covers almost 45,000 acres and lays in three main blocks. Locally the loggers that work for Crown Zellerbach refer to these blocks as the 'Wheeler Block' the 'Netarts Block' and the 'Lincoln Block'.

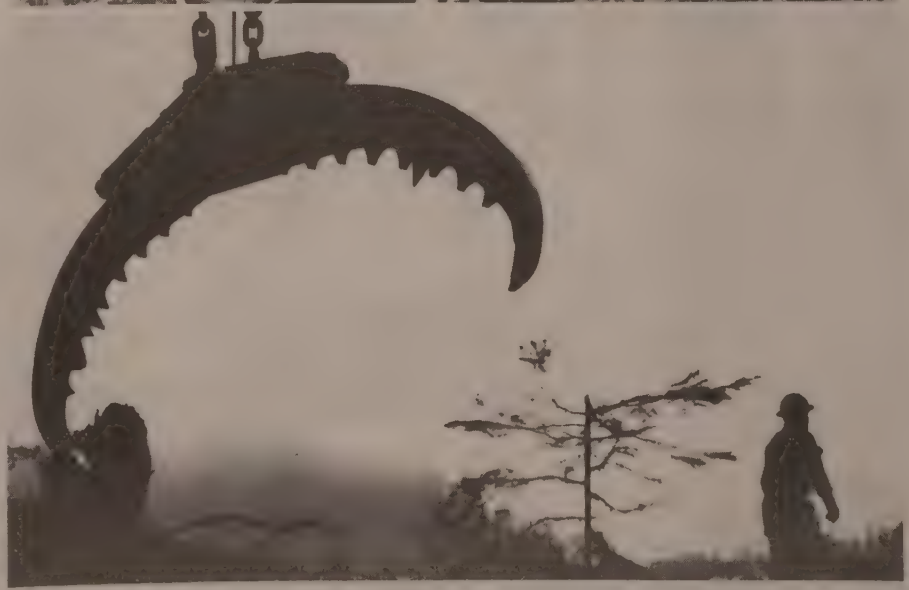
They log with high lead, running a Tower Side in the Lincoln Block, and an SJ-7 which is high lead logging in the Netarts Block, a Grapple Yarder, Crawler machines and rubber tire skidders. In addition to this they have two contract loggers; Jake Meier Log Company and Newberg & Scovell Logging Company.

It was my misfortune to call on this Managed Forest while Division Manager Don Landon was enjoying a well earned vacation. So I missed visiting with Don Landon. Added to this fire shut down was in effect in some areas so never did get out to the Tower Logging Side in the Lincoln block. There was no one yarding logs there at that time.

Division Manager is D. E. Landon, Division Forest Engineer is Gordon Collard, Woods Foreman is Don E. Williamson (see page 143), Office Manager is F. J. Krueger, Contract Logging Supervisor is W. B. Cadman, Shop Foreman is G. S. Force, Del Hansen is the Cutting Foreman, Martin Kelly is Personnel and Safety Supervisor. Construction Foreman is I. L. Shaver and while he was gone Glen Jaques was acting Construction Foreman. Leon Thompson is Truck Foreman and that is all the information I have on the headquarters people.

All Crown Zellerbach operations have a working and effective Safety Program. On the wall of the Shop office were three plaques awarded for safety. One was for 708 days without a disabling injury in the yarding and loading operation. One was for 2421 days without a disabling injury in the Maintenance Department. One was for 642 days without a disabling injury in the Log Hauling Department.

SJ-7 Yarding crew (to the right). To the left is the hook-tender, Nat Butler and the man pulling on the bight of the choker is John Rieger. John usually pulls rigging on the Tower side for Chet Anderson but this day they were shut down for fire danger and the crew was filling in other places. This is a pre-logging show. Ground is layered deep in brush. Logs are usually small. These fellows get what's to be got!



BOB ROBERTSON IS THE HOOK-TENDER ON THE GRAPPLE YARDER AND IT LOOKS AS THOUGH THE BIG GRAPPLE IS AFTER HIM.

SJ-7 Yarder working on or in the Netarts Block of the Tillamook Managed Forest. Crew on this machine is: Operator, John Gollon, Hook - Tender Nat Butler, Chaser John Rowe and the day we visited this job John Rieger was pulling rigging.

This SJ-7 is a yarding only machine. It is equipped with a yarding boom but retains the ability to swing. Which is a big help in steering a turn of logs around hang-ups and in piling logs on the landing. It is equipped with Hydraulic Outriggers to give it a good platform. It is self propelled and works with two guylines against the pull. This crew work at an especially tough logging job and yet deliver the goods.

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(Above "BIG RED" S-112 Skidder with Taylor Grapple)

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(Below: "BIG RED" LA-830 Front End Loader)

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(Above: "BIG RED" Y-22WO Yardster)

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RUGGED REBEL OF THE MATERIAL HANDLING WORLD

Bob Robertson (above) is talking to Stub Berger on Bob's Radio Transmitter. Stub is running the grapple yarder in the background. Enlarged picture of Grapple Yarder on the left.

As the grapples come out over the logs Bob gives instructions and helpful hints to Stub as to when to slack the lines, close the grapples and go ahead on 'er. On the cab of the machine Stub has a loudspeaker so he can talk back to Bob.

This is a heavy heavy machine, someone told me it weighs over 200,000 pounds, but don't know if that is right. It is a heavy machine that packs down a road.

The operation here overlooks the Ocean and the Ocean Beaches out of Tillamook. This day the fog was causing some problems in seeing any long distances.

One thing about this grapple logging is that it leaves the ground fairly well undisturbed. It doesn't create any trails to travel around on as does high lead logging. Understand this ground will be gone over with bulldozers and the brush piled and then planted back into a new crop of trees. That's the way to do it!

Martin Kelley, the Personnel and Safety Supervisor, is exchanging some pleasantries with Stub Berger (at right) who is standing on the deck of his Grapple Yarder.

Martin has been with Crown Zellerbach for many years and has added to the Safety Program in many ways. He's a light hearted cuss always ready with a come back. He knows the country, loggers and his business.

Below is a look at the rear end of the Grapple Yarder showing some of the tools and supplies they carry with them and the undercarriage of the machine. The left track is off the road and the right track is on the road.

If I remember correctly this is a black topped logging road. Crown Zellerbach does black top many of their logging roads in this area. Pretty fancy - - - - - but it pays!

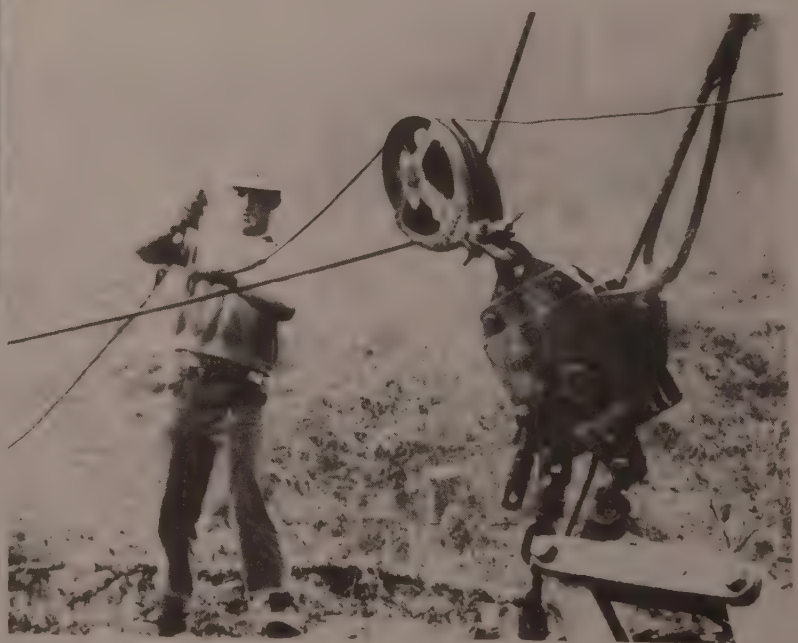
SJ-7 Operator (at left) is John Galen. This machine is set up and used for yarding logs only. On this setting they are pre-logging. That is they are logging selected trees, windfalls and such from around, about and thru standing timber. This pre-logging system is reported to get more scale from an area, lead to less timber breakage due to small trees and windfalls being yarded first, leave the ground cleaner with less brush on it and thus have less fire danger.

Lower left is the SJ-7 chaser, John Rowe, going out to unhook a turn of logs sent in by hook - tender Nat Butler.

Picture above shows Scaler - Marker Bob Cole (on left) along with the driver of truck No. 648 Tom Blanchard. Tom stopped me to say: "I want to buy a copy of that Crown Zellerbach book!" I said: "Fine. Here is an order blank. If you are going to buy the book we'd better get your picture in it." So we did. Now I hope Tom buys a book. Even if he doesn't it is okay.

Lower Picture is a look at Dave Leno changing the haywire around the haulback on the Grapple Yarder. Dave is a scaler. He stays right with the Grapple Yarder and its crew to scale the incoming logs and to mark them for grade.

Crew on the Grapple yarder is Raymond "Stub" Berger, machine operator and Bob Robertson the hook - tender.



(Above) is a look at the Northwest Log Loader, rubber mount, loading out a pile of logs. A three man crew works with this machine; the operator Ernie La France, the second loader Ted Justen and a Marker-Scaler Bob Cole. Driver of the truck being loaded is Tony Seaton.

The job of the marker scaler is to work with the loading crew. He scales the logs and marks them for grade and destination as the crew is loading.

On the left by looking down the load of logs you can watch Ernie La France making out a ticket for the load he just completed. Reaching under the load for his binder chain is Tony Seaton.

On the right the man coming toward you is Tony Seaton and to his right is marker scaler Bob Cole.

This activity is taking place in the Netarts Block of the Tillamook Managed Forest.

The man that escorted me around to the various operations this particular day was Ben Cadman. I rode around with Ben as he made his rounds. Ben is a graduate of Penn State. He migrated to Seaside from Northern California and made connections with Crown Zellerbach in 1956. Ben is a dyed in the wool fisherman and hunter. He couldn't find a better place to indulge in his work or his hobbies!

AL HERMO relaxes on the seat of his Terex 82-30 at the end of another day. All he must do this day is to get one more log and take it to the landing.

In the meantime Choker setter Tom Rieger (right picture) waits for Al Hermo to back in and get that last log of the day. After that the day will end for Tom Rieger and Al Hermo (the working day that is). Since they work together they start and stop together. Handy that way.

They are logging here right next to the road going down to the Ocean Beaches. Next to a public road. They are taking out the dead and down trees. Some of the big, dying Spruce trees are selectively removed. They threaten the hi-way and the people traveling the hi-way. This is a stretch thru some inspiring timber - - - but it does need constant culling and managing to keep it safe for the populace.

To the left Walt Bentley is tightening the chains on his last load of the day. He has just received a good load of logs from the TL-6 side. Operating the TL-6 is Ken Hester and the second loader is Hugh O'Leary.

Walt has a special hook welded to the end of his cheater pipe (a pipe used to get more leaverage on the binder handle). With this hook he can reach under the load for the chain and use it for many many things. It is handier than the usual pipe without the hook. Walt warns that you must be constantly aware of the hook. Guess a man could hook himself with it. Don't see much sense in such an action though!

DON CAMPBELL, QUALITY CONTROL SUPERVISOR AT CATHLAMET MANAGED FOREST.

Don Campbell, pictured to the right, has been working with Crown Zellerbach for almost a score of years. First time I met Don was out in the woods when he was Contract Supervisor. Recently he transferred to the Quality Control department where he works with Mel Irving.

In different localities you'll find many Crown Zellerbach people who take an active interest in Community Affairs. Quoting from a recent issue of "Northwest Timber:" "A mayor, city councilman and two school district trustees, that's Crown Zellerbach's representation in Cathlamet city posts following recent general elections."

"Mel Irving, Quality Control Supervisor at Cathlamet Division, was elected mayor after serving on the city council last year."

"Division Manager Wally Nutter was re-elected to the city council. Nutter is also chairman of the local planning commission."

"Elected to school district trustee positions were Mel Souvenir and Don Campbell. Souvenir, Cathlamet forest engineer, was named in School District No. 200, while Campbell was elected to Intermediate School District post."

This fine participation by these four men is reflected in every area where a Managed Forest is located. You'll find them in many civic volunteer posts working in every aspect of community life.

LIFTED: FROM CROWN ZELLERBACH PAPER "NORTHWEST TIMBER" EDITED BY JEFF CLAUSEN.

TREE FARMS ATTRACT CROWDS OF HUNTERS, RECREATIONISTS

Crown Zellerbach's tree farms in Washington and Oregon yielded nearly 3,000 major game animals to hunters during the 1967 season.

Along with the hunting public, other outdoor enthusiasts found enjoyment on the lakes and streams and at the developed recreation areas on the tree farms.

A negative note appeared as hunter conduct became a serious problem in one area for the first time.

Last fall's game take totaled 2,964 animals, including 1,990 deer, 849 elk and 125 bear. The over-all figure showed an increase from the 1966 count of 2,787.

Following the trend of recent years, hunting activity also showed an increase. Tree farm personnel reported an estimated 88,567 man-days of hunting on the various company tree farms during the 1967 season.

As usual, the Cathlamet Tree Farm in Southwest Washington and the Clatsop Tree Farm across the Columbia River in Clatsop County, Oregon were the biggest game producers and, also, received the heaviest influx of hunters.

A disturbing situation developed in Clatsop County when hunter conduct became a serious problem during the elk season, George H. Schroeder, CZ chief forester for the Northwest, noted. Personnel at the tree farm reported a number of incidents including one case in which a group of hunters refused to move their vehicle to allow passage of a company fire truck on its way to a blaze.

Other hunters disregarded signs designating where logging crews were working on weekdays. Loggers reported hunters entering one area where timber fallers were at work creating an extremely hazardous situation for both groups.

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Pictured to the left is Ray Peterson and David R. McMinn. Ray is the Personnel and Safety Supervisor at the Clallam Managed Forest and Dave McMinn is the Division Manager at the same place.

David R. McMinn graduated from Oregon State University, with a degree in Forest Management in December of 1948. Right after that he went to work for Crown Zellerbach at Seaside. He transferred to Elsie, Oregon as Forester in 1952. In 1957 he went to Vernonia as Resident Forester and in 1963 he was transferred back to Seaside where he was Assistant Division Manager. His next move was to Neah Bay in 1966 as Division Manager of the Clallam Managed Forest.

This is a man who knows his business, has had logging experience and who knows his job both ways from each end. His hobbies are hunting and fishing plus both snow skiing and skiing on the water. The hunting, fishing and water skiing can all be done in the Neah Bay area. Has to travel for the skiing in the snow.

Ray Peterson graduated from Colorado State University with a B.S. in forest management in June of 63. First worked for Crown Zellerbach as Forest Engineer at Vernonia in August of 1963. Never did find out how come it took him two months to get from Colorado to Vernonia, Oregon. Ray says: "My hobbies are hunting and fishing, traveling, photography and just being with my family."

Ray transferred to the Clallam Managed Forest in September of 1968, and for a fisherman and a hunter he couldn't have selected a better spot.

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HUGH O'LEARY (above) on top of the load of logs where he has been branding the logs. Hugh is the second loader working with Ken Hester and the TL-6 Trakloader. Ken is the operator of the TL-6.

Above and to the right you look down the side of the TL-6 as it loads the truck driven by Walt Bentley. You can see Walt standing on the running board, shielding his eyes from the Sun as he watches Ken Hester swing the next log over. Standing next to Walt with an axe over his shoulder is Hugh O'Leary. To the rear and out of danger, also shielding his eyes from the sun is Tillamook Managed Forest Contract Supervisor Ben Cadman.

To the right LYLE WOODWARD is unhooking a turn of logs for Crown Zellerbach contract loggers Newberg & Scovell Logging Company.

BEN CADMAN, Crown Zellerbach Logging Contract Supervisor of the Tillamook Managed Forest, talking to CLIFF SCOVELL (above) partner of NEWBERG & SCOVELL Logging Company. Cliff looks after this job and his two partners, Earl and Walter Newberg are logging on another job.

To the left Lyle Woodward is hurrying out to unhook a turn of logs that the SJ-4 with Dennis Vermillyea at the controls has just brought in. Lyle usually falls and bucks timber, he is a timber cutting contractor, but they are caught up on the falling and bucking so he is chasing for awhile.

THE RIGGING CREW, (left Below), TIM RICKETS (Rigging Slinger) and (below) hook - tender TED WEFER. This job is a pre-logging job and they are logging thru standing timber.

On this job they have a John Deere 540 rubber tire skidder, a D6 Caterpillar and they load with their own loading machine. The other side of Newberg & Scovell is logging for Longview Fiber. They have four of their own logging trucks. Newberg & Scovell are headquartered at Nehalem, Oregon. L.T.P.C. Registered Brand number is ONS043!

JAKE MEIER LOG COMPANY contract logs for Crown Zellerbach at Tillamook in the Netarts Block. This company, Jake Meier Log Company, uses two logging machines, an International TD-9 and an International S7 Paylogger Skidder. They thin standing timber. That is they fall and buck and skid out to the road the marked timber. Much of what they produce is windfalls. Usually the marked timber is defective in some form or another.

Four men work in this Company. Jake Meier runs the S7 Paylogger, Tony Meier runs the TD9. Both of them set chokers behind their respective machine. The falling and bucking chores are ably taken care of by a pair of Taylor Brothers. Bill Taylor and Les Taylor. Les Taylor has worked the longest of the two brothers for Jake Meier.

Pictured directly above is Bill Taylor who took time enough off from his work to talk and allow his picture to be taken deep in the Hemlock Jungle. Just barely light enough to get an image.

Upper right shows Jake Meier aboard his S7 Paylogger. He gets out of it what was built into it.

Directly below is a shot of Tony Meier unloading from the TD9 to get acquainted with his lunch bucket. Been a long morning of building skid trails for Tony.

Les Taylor in the bottom picture is engaged in an arm waving type of conversation with Ben Cadman when this sneaky photographer snapped a picture. Deep in this bunch of young and old Hemlocks it was about as dark as downcellar. Maybe you can see enough of Les to buy him a cup of coffee the next time you see him!

To the right Dewey Kearsley brings in a turn of logs with the C. A. & K. Logging Company skidder (a S7 Paylogger). Art Cole is Dewey's partner, they contract log for the Stamm Managed Forest, Crown Zellerbach.

The Smiling Donkey Puncher above is DENNIS VERMILLYEA. He runs the SJ4RT for Newberg & Scovell.

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JIM KNIGHT CUTTING SUPERVISOR

JIM KNIGHT - - - - - CUTTING SUPERVISOR FOR CZ CATHLAMET MANAGED FOREST.

Authors Note* Many many times as I traveled around the Crown Zellerbach Northwest Timber operations the name Jim Knight came up. Safety and Efficiency seemed to be the bywords connected with Jim Knight and the Cathlamet Cutting Crew.

So one day in the fall of the year (1970) I caught up with Jim up on the job. We ate lunch together and the following interview was the result of our meeting.

Hays: "Tell me about your operation here Jim."

Jim Knight: "We are running sixteen sets of cutters now. That is 32 men plus four markers and graders. Our markers and graders are very important in getting the best quality out of the tree. They are up on grades and prices and they know what the customer wants and expects in logs. They keep pretty current on all of that."

"We use several different makes and kinds of chain saws. It is strange but if you give a guy the chain saw that he likes he will take real good care of it, and he will get a lot of production with that Chain Saw. If he doesn't like your chain saw, no matter what you get him or how good a saw it is, he won't get along with it. What we try to do is to satisfy the man, after all he has to do the work."

Hays: "What kind of cutting chain do you use Jim?"

Jim Knight: "We use all chisel chain. For falling and bucking both. We run a lot of .404 now and by making some sprocket changes we will eventually be using .404 all together. We have experimented with this chain and have never broken one. It is much smaller and you might think that on a gear drive you would have a lot of breakage but we haven't had. All our chain is ground on a Precision Chain Grinder, that makes a lot of difference too. We have some fellows that get four or five days work out of a Chisel Chain ground on the Precision Grinder. We'd like to have it brought in and re-ground every other day. The chain gets dull so slowly and so gradually that the man running it might not realize it is dull till it is too late. Like the fellow with the power saw that is running out of power, it loses power so gradually that he doesn't notice it until he gets ahold of one that is working real good."

"With the combination of the Chisel Chain and the Precision Grinder we use less chain than before and I figure that our production went up a minimum of 10%, probably more. We have kept a good set of records on our production. The bars last longer because the chain is sharpened right. When the chain is sharpened properly you do have less bar wear because it runs even, and is not wearing on one side. If you get the teeth longer or shorter on one side it will run hard on one side. Kind of on a curve and consequently you wear your bar out faster."

"My experience is that no matter how good a guy is at filing chain if he is out in the brush filing he will usually always file one side different from the other side. The Grinder cures that."

Hays: "It seems that they know you mean what you say and they know you care about them and their work."

Jim Knight: "That is true. That is very true. We expect good work and we try to control ourselves so that we aren't off base. We try to keep everything up, safety, production and the whole business. If they have any problems we want to know about them. We try to know our people, what they think, how they are getting along, what kind of an attitude they have. Then we try to match them up, get two men working together that are compatible with each other. Working as a team is sort of like being married. You have to like your partner and get along with him."

"I've always enjoyed falling and bucking timber. It is nice work even though it is tough hard work. It has some risk in it but we always try to take the risk out of it."

"I say there is no absolutely safe way to fall a tree. I tell a man that if he is in doubt about a cut don't make that cut. We have plenty of time to leave it and get some help on it. The main thing is don't take chances, we can always do it another way or do something else with it. Our people take a lot of pride in their work. They want to do the work, do lots of it, do it well and do it safely. We've got a heck of a good bunch of men in the Cutting crew here."

"We have a Safety meeting every month, sometimes it is a long one. My partner and I, either one or both of us, (by partner Jim Knight is referring to the Cutting Foreman Ken Quigley), meet with the crew every morning before work. We let them know that if they have any problems they will be facing that day we are here to help them. We will try to take care of it right away. We encourage them to talk about safety every day, even if it is for only a few minutes. We encourage them to make Safety an every day business. It is part of our work every day so we work on it every day."

"Another good thing is that we don't have much turn over in our cutting crew. Most of the crew, about two thirds of them, came to our crew off the rigging. We broke them in. I would just as soon take a green man, especially since we have quality control, and teach him the business. You can teach him much faster, to work safer and to cut the timber the way it should be cut."

Hays: "I was down talking to Ernie, in the filing shack, and noticed that you fellows soak the cutting chain in hot oil."

Jim Knight: "That is right. A former filer came up with the idea of soaking the chain in hot oil. Since then we have had less trouble with the rivets wearing. The chain started lasting longer and we have less stretch in the chain."

Hays: "You fellows, you and the cutting crew, have hung up some fine records both in production and in safety."

Jim Knight: "I'm darned proud of these fellows. They are the best. A lot of credit has to go to my partner Ken Quigley. When it comes right down to it the men that do the work are the ones that deserve the bouquets. They did it and they are doing an exceptionally good job every day in all ways."

CLATSOP MANAGED FOREST AT SEASIDE

This fine bunch of men stood still long enough after lunch to allow this picture. The donkey puncher, standing on the deck is Bob Viles.

From the left on the ground is Doug Parcher, Dick Hoyt (Rigging Slinger), Tom Miller, Eino Niemi (Hook - Tender), Les Neitzel (Chaser) and Robert L. Seal (Woods Foreman).

CLATSOP MANAGED FOREST. HEADQUARTERS NEAR SEASIDE, OREGON.

Clatsop Managed Forest is the largest one in the Crown Zellerbach Northwest Managed Forests. It covers 220,000 acres and this is a lot of growing trees. This is the last operation that we visited in getting pictures and names for this book. This managed forest employs about 350 people.

Vernon Y. Davis is the able Manager of this managed forest and is well known and well respected in his business. Vern is a very enjoyable man to know and to visit with. I've known and liked this man for years, had some good conversations with him and am looking forward to knowing him better.

The Forestry and Engineering department is headed up by Robert M. Mosar. Neil L. Zimmerman and Arne E. Jarvi are Assistant Division Forest Engineers. Gerald R. Baugh, Ronald G. Coulter, Karl F. Foeste, George W. Litten and Arnold E. Suhrbier are some of the Forest Engineers. Thomas Q. Tannock, and Robert A. Hovden are listed as Assistant Forest Engineers. Don B. Malmberg is Supervisor, Forestry Research and Development and Gerald Outslay is a Research Forester.

Charles (Chuck) L. Wood is the Assistant Division Manager. Robert L. Seal (usually called Lee) is the Woods Foreman. Edward T. Smith and J. L. Phelan are Assistant Woods Foremen.

Office manager is William D. Angell, Gerald L. Dunton is the Purchasing Supervisor, Marvin Eby is the Personnel Supervisor, Phil C. Hingston is the payroll Accountant, Elwin W. Howell is the Senior Cost Accountant, John McLoughlin is the Production Accountant, E. Pauline Earl is the Steno-Clerk and Marilyn Jean Halbrook is the Clerk-Typist.

Gordon Cline is the Supervisor of Log Sorting in the Lower Columbia River Area, Benjamin C. Knight is the Dry Land Log Sorting Supervisor, Edward H. Bates is the Log Sorting Supervisor, Donald R. Carlson is the Grading and Rafting Supervisor, Raymond A. McEwen is the Log Sorting Supervisor, Andrew E. Young is the Boom Foreman, William O. Sherman is the Weighmaster, Kenneth L. Seppa is a Log Scaler, James H. Riser is a Log Scaler, Kenneth G. Meisner is a Log Scaler, and Joseph M. Plaskett is Assistant Supervisor Log Scaling.

Arthur G. Stangland is a Draftsman.

Herman W. Sonntag is the Cutting Supervisor. Don C. Borland, Leo F. Hanthorn and Harry M. Hutchins are Cutting Foremen.

In the department of Safety Orville T. Elliott is the Safety Supervisor and James R. Betzer is Assistant Safety Supervisor.

Marion D. Elkin is Contract Log Supervisor and Frank S. Foldi and Clemet B. Paulsen are listed as Contract Logging Supervisors.

William H. Ellison is the Construction Supervisor and Floyd J. Adams is the Road Construction Foreman.

Stanley Evans is the Shop Foreman, Walter F. Elliott is the Truck Shop Foreman, Clarence W. Redkey is the Truck Foreman and Eugene V. Spongberg is the Equipment Maintenance and Development Supervisor.

The company logs with several rubber tire skidders, crawler tractors, one two shift grapple side, a Washington 98 Yarder, a TL-15 rigged for Yarding only, and five yarder-tower combinations. Their logging operations are scattered over one heck of a territory. To visit all of them in one day a man must know the country and hurry to beat the devil. I was fortunate enough to hitch a ride with Lee Seal (Woods Foreman) for a day. We covered so much country that I'd never be able to find my own way to half the places we lit at.

The Company employs three full fledged Logging contractors. These contractors fall and buck the timber, yard and load the logs and haul those logs. In addition to this they have another group of logging contractors who are thinning contractors. Usually these contractors fall and buck the marked trees in the stands of timber, then they yard the logs to the roadside and put them in decks there.

The three full fledged contractors are Howard B. Johnson, Peter McCoy and Bill Stanyer.

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DAVE MARTIN in the cab of the TL-5 Hydraulic Log Loader that he operates, top left picture. On the top right hand side of the page that is hook-tender 'Doc' Rogers packing a block and strap. This picture was taken sometime in 1960. Bottom picture gives you a chance to know Ken Reed. Ken is the second loader on the Washington TL-5 and works with Dave Martin.

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THE BRAINS - - - Chuck Wood, Assistant Division Manager. Lee Seal, Woods Foreman and Vern Davis Division Manager.

BOB JONES - - - Log Hauler.

GRAPPLE LOGGING CREW . . . . Top is Operator Helmar Kloster and looking into the machine is hook - tender John Banta. Nite Crew on this machine is Bill Spivey, who runs the machine, and Carl Falker who tends hook.

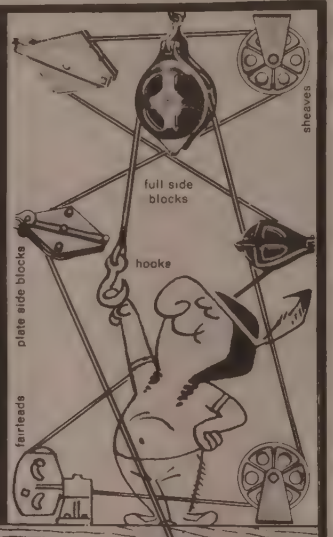
JIM BETZER, Assistant Safety Supervisor.

WASHINGTON GRAPPLE YARDER IN BACKGROUND WITH SKAGIT SJ-5-RN loading in the foreground. Operator of the loading machine is Dick Cryderman and the second loader is Steve Trachsel. Driver of Truck No. 168 in the landing is William Fitzpatrick.

GRANT SEAL ON THE HURRICANE DECK OF HIS CAT D6C.

MANITOWOC LOG LOADER AT THE LEWIS & CLARK LOG SORTING YARD. Reugular operator of this machine is 'Swede' Olson.

SKOOKUM



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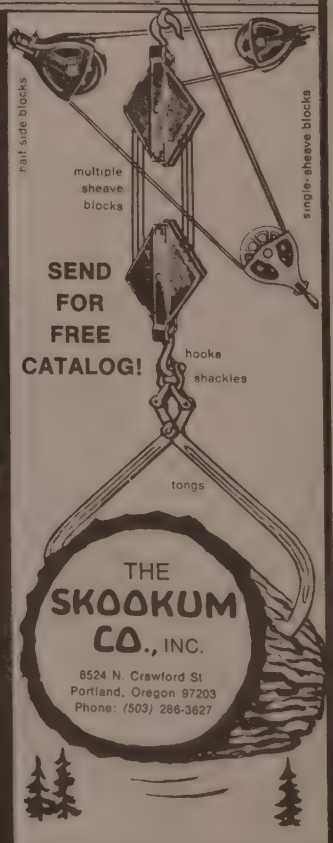

Top picture shows William Fitzpatrick preparing to throw his chain over a load of logs on truck No. 168 - - - his truck.

Bottom picture shows Dick Cryderman passing some correspondence down to Steve Trachsel. Steve hasn't long been out of the Army. Dick had to leave the next day to serve on a Jury.

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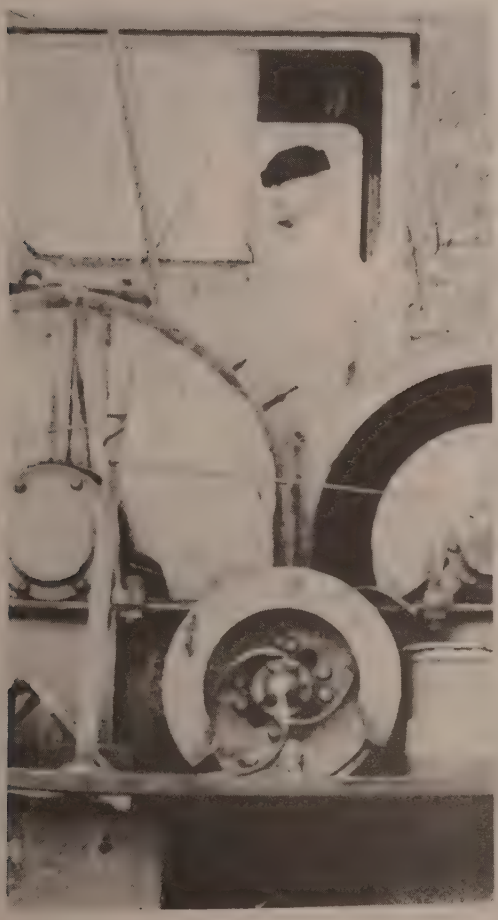
Ben Knight is the Sorting Yard Supervisor here on the Clatsop Managed Forest. Usually the men working on the live deck in the center are Ray McEwen, Larry Bergeson, Kenneth Seppa and John Lindberg. The operator of the Manitowac Log Loader is 'Swede' Olson and the man who operates the Link - Belt is Bob Kaul. The man who pilots the LeTourneau Log Stacker that unloads the trucks and feed the deck is Mike Egbert. The man who operates the other LeTourneau Log Stacker is Don Donovan. Don picks the loads out of the cribs and loads the trucks heading for the log dump.

Operator of the log stacker in the foreground is Clarence Flemister and Lynn Riser runs the other log stacker.

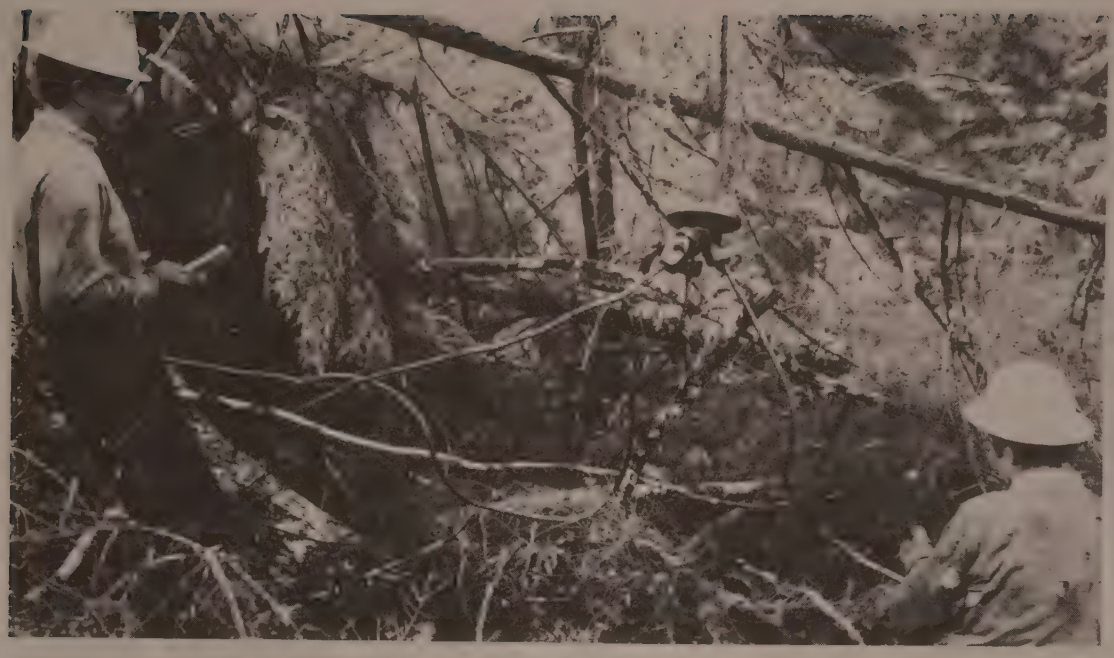
Bill Gillett is loaded, has just weighed his three loads, and is starting out for the log dump. Other truck drivers who haul with outfits similar to this from the sorting yard to the log dump are Frank Elliott, Charles Johnson and Leon Morehouse. Lyle Schwegler bucks logs here at the yard. In the background you can see Don Donovan and his log toting machine lowering a load of logs onto a trailer.

This yard is a busy place and an efficient place. They handle, scale, grade, sort, load, unload, buck, transport, haul, weigh and take care of many thousands of feet per day!

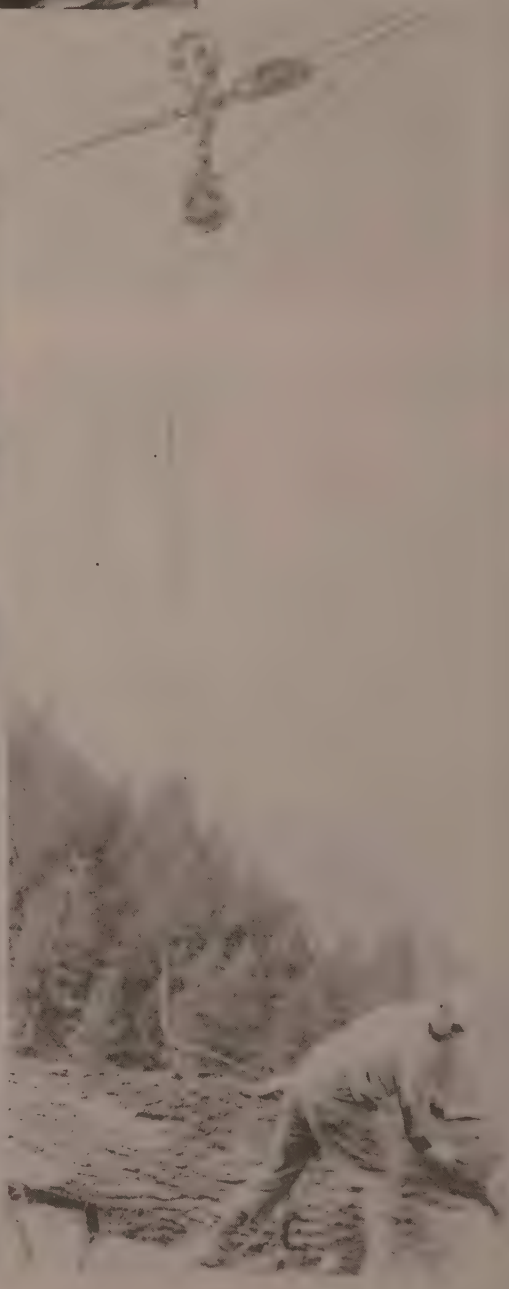


Mike Malinen, upper left pic, climbs up into the engine compartment of his TL-6 while second loader Frank Davis observes. Upper right is a better picture of Mike framed among the braces of the machine he operates. To the left is Donkey Puncher Mark Stoneman. Mark is filling in this day for Tony Zawistowski the regular engineer who is serving on Jury Duty. To the right is Chaser George Marchi ready to leave the area so the rigging can be sent back to the crew.

'Smoky' Hawkins is the hook - tender on this side and Willis Smith is the Rigging Slinger. They are logging from a long ways out but getting good production.



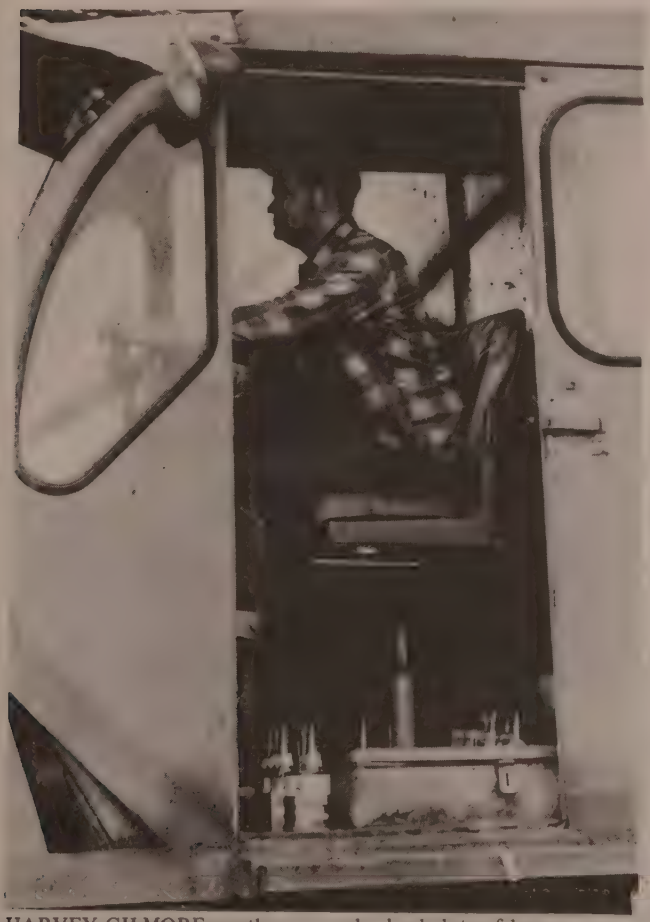
Washington 98 Yarder & Crew. This machine is self-propelled, a little smaller than the 108 Sky-Lok yarder and is capable of Grapple Yarding. On this machine they are using a rider block and a tong line to log with. See picture below on right where Chaser Ron Stidham is unhooking a turn of logs. Top picture shows Rigging Slinger, Chuck Rowland, to the left blowing for more slack on his Talkie Tooter Transmitter. Hook - Tender Gary Durheim is to the right. Below and left operator Bud Dotson leans out of the cab window just in time to get his picture snapped.



Upper left picture shows the Washington 98 Yarder hustling in with a turn of logs. Just above Walt Fix flexes his muscles to toss the chain over his load of logs. To the left a pair of water carrying Helicopters hurrying toward a fire.

OPERATORS ALL. Happy Peaceful Bob Benson who runs yarder.

JACK WILSON who is an expert loader operator.



HARVEY GILMORE another man who loads lots of logs.

TED BAUMGARDNER at the controls of the SJ-5. He is moving toward more logs.

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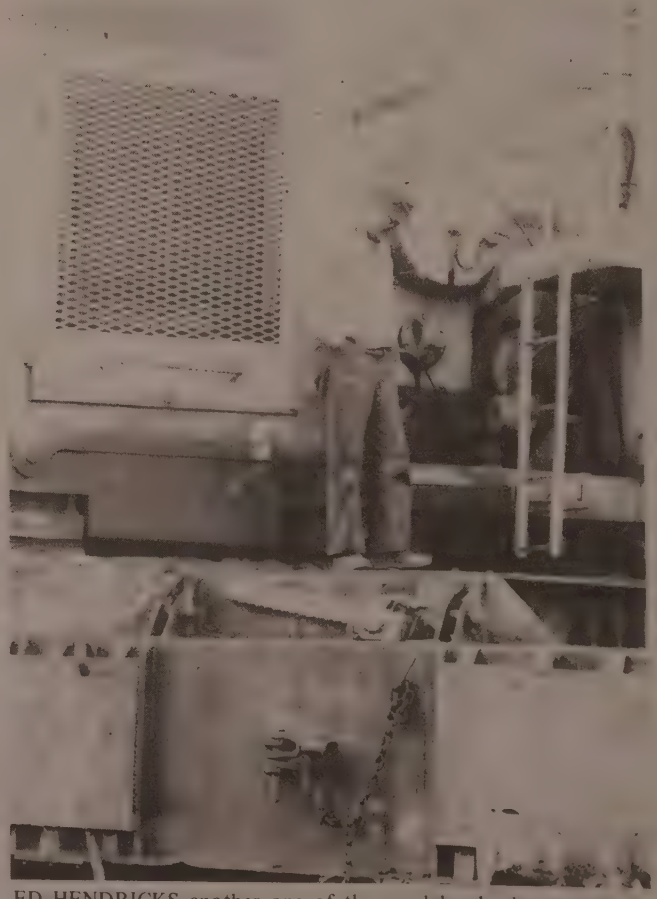
JIM HUTCHENS ON THE LEFT AND BILL LITTEN DRINKING COFFEE. Bill Litten does a lot of land surveying for Crown Zellerbach and jobs related to surveying. Jim Hutchens has been a climber for years and is now in charge of rigging up for Crown Zellerbach out of Seaside.

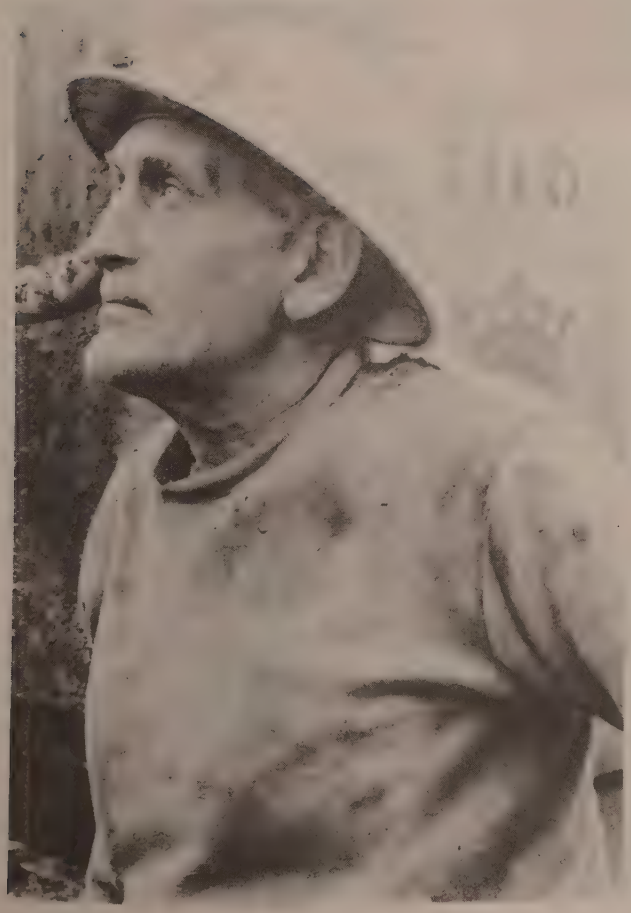


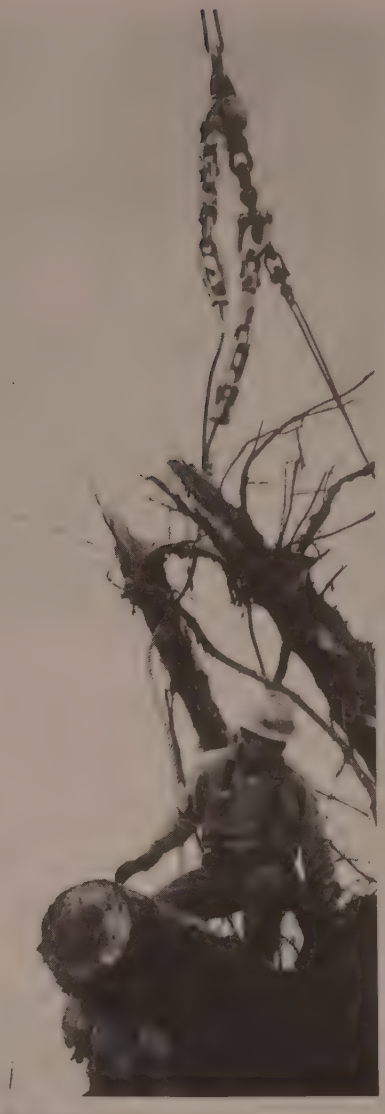
ED HENDRICKS another one of the good log loader operators at the Clatsop Managed Forest.

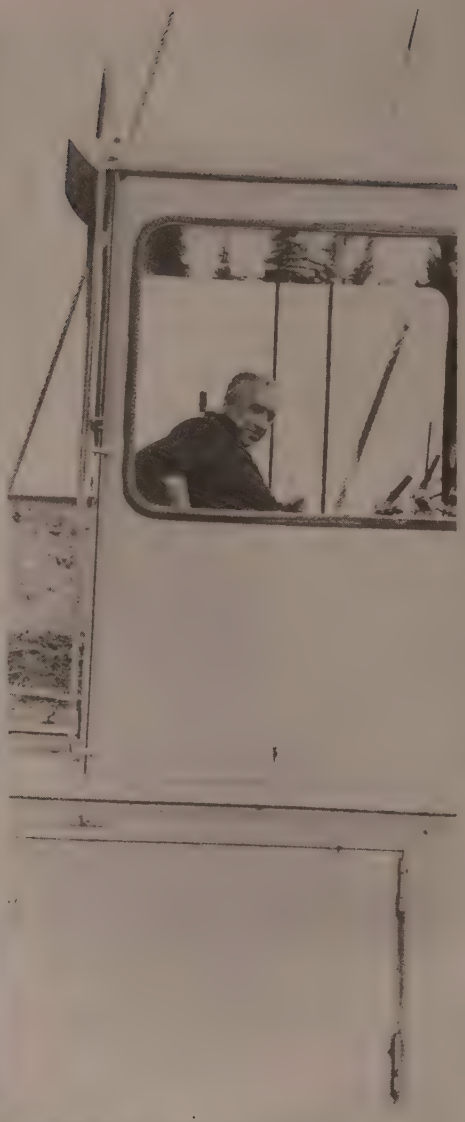
To the left is Chaser Mark Radich and Second Loader Les Hoyt with Donkey Puncher Irvin Kaul in the cab of his machine. Ed Kero is the hook-tender on this side and Jerry Lund is the Rigging Slinger. Don Howe and Steve Stricker are two of the Chokermen.

Picture above shows Second Loader Gunnar Jerns on the left, Woods Foreman Lee Seal in the center and Truck Driver Harold Cox. Harvey Gilmore is the operator of the loading machine at this location.

Say Howdy to George Pedersen, bottom left, and Norman Vipond (below). George is a Second Loader and you've already deduced that Norman is a truck pilot. Jack Wilson runs the loading machine where George works and Norman hauls.







Meet Eddie Smith, Assistant Woods Foreman, above. To the right Chaser Bob Pickard picks his way down off the pile after unhooking a turn. Far right Donkey Puncher Homer Gwin relaxes between turns. Bottom left Second Loader Henry Kampy bucks a long log. (TL-6 operator at the other end of the grapples is Paul Hakanson). Bottom right Rigging Slinger Lavern Kadera sets his choker.

BOB WALKER, Chaser on the side that Doc Rogers tends hook on. Bill is springing the mainline sideways so the strawline won't saw on it.

Contract Logger BILL STANYER. Bill has been logging for Crown Zellerbach for about 8 years. Bill is the inventor of a new type and kind of Skyline Carriage.

PETE McCOY, who has been a logging operator since 1943, logs for Crown Zellerbach on the Clackamas Managed Forest. Pete lives at Warrenton and is a life-long resident of that part of the country. He is a logger who takes an active part in community affairs and also serves as a Director of the Oregon Logging Conference. Like most loggers he enjoys fishing and hunting, when he can get away to enjoy it.

NITE GRAPPLE CREW. Bill Spivey, donkey puncher, and Carl Falker the hook - tender. They were caught by the camera in camp before heading out to the woods.

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An excellent sketch (above) by that master artist - - - - Gene Pasini. In the drawing above Gene skillfully draws a Hayes Truck coming into the log dump. One load has been hoisted, swung out and set down into the water. The rigging has been attached to the second load and soon it too will be floating in the water.

Hope that you'll see, observe and enjoy many more drawings by this Artist. He is good!

HOWARD B. JOHNSON. Howard has been contract logging for Crown Zellerbach steadily since back in 1958. He has a smooth steady running outfit and a crew of men that have been with him for years. He has been an independent logging operator dating back to 1947.

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CrownZellerbach
MARCH, 1970

CROWN ZELLERBACH PUBLISHES A PAPER CALLED "NORTHWEST TIMBER" FOR THEIR LOGGERS. THIS PAPER IS EDITED BY JEFF CLAUSEN. ON THE NEXT FEW PAGES WE ARE GOING TO RE-PRODUCE PARTS AND PARCELS OF THIS VERY GOOD PAPER. THIS WILL GIVE YOU A CROSS SECTION OF SOME OF THE ACTIVITIES GOING ON IN THE CROWN ZELLERBACH NORTHWEST TIMBER OPERATIONS. READ ON!

Safe...and Efficient

CATHLAMET'S CUTTING CREW is the safest cutting crew in CZ's Northwest logging operations and helped its division win the Charles E. Nichols Logging Efficiency Award for 1969, the second such honor in the past three years for Cathlamet. The award goes annually to a Northwest division judged to have operated most efficiently during the preceding year. Clatsop Division received the award last year.

Cathlamet fallers and buckers have worked 806 consecutive days through February 28 without a disabling injury, the last lost-time injury occurring Dec. 18, 1967.

In top left photo, kneeling left to right are Tom Wheatley, Melvin Nielsen, Jim Knight, Phillip Elliott, Evert Brawley, Virgil Sorsen, Leo Witikka, Jerry Rush, Joe Souvenir and Wallace Anderson. Standing left to right are Bob Quigley, Frank Quigley, Ralph Ashe, Jr., Iven Legler, Tom Dehart, Jack Burdick, Bill Wuorinen, Waino Hoikka, Wilmer Wisner and Dean Nielson.

In second photo, kneeling left to right are Willard Wirkkala, Gad Cothren, Bob Newberg, Warren Mathis and Terry Mace. Standing left to right are Ken Quigley, Ken Arnold, Clint Cothren, Ed Williamson, Glenn Mace, Paul Mosteller, Harvey Jerrels, Bill Owen and Ray Mathis.

In bottom photo, Wally Nutter (left), Cathlamet division manager, receives Nichols Award from D. S. Denman, CZ vice-president, timber and wood products, at a recent dinner in Portland.

In bottom photo, Wally Nutter (left) Cathlamet division manager, receives Nichols Award from D. S. Denman, CZ vice-president, timber and wood products, at a recent dinner in Portland.

	Acres Planted	Trees Planted	Acres Aerially Seeded	Total Reforested Acres
OREGON MANAGED FORESTS				
Clackamas	610,000	1,501	—	1,501
Beacon Rock	100,000	209	—	209
Clatsop	451,800	1,547	366	1,913
Stamm	569,100	1,238	—	1,238
Tillamook	377,400	943	870	1,813
Mazama	47,000	150	—	150
OREGON TOTALS	2,155,300	5,588	1,236	6,674
WASHINGTON MANAGED FORESTS				
Cathlamet	370,100	1,501	—	1,501
Clallan	217,800	992	828	1,820
Puget Sound	148,500	545	—	545
WASHINGTON TOTALS	736,400	3,038	828	3,866
OREGON-WASHINGTON TOTALS	2,891,700	8,626	2,064	10,540

STAMM MANAGED FOREST VERNONIA, OREGON

The Stamm Managed Forest lays over about 90,000 acres of ground. From up in the woods near Vernonia they have a private haul road to the log dump on the Columbia River a few miles east of Scappoose. Some of the logs produced go to the log dump and other logs go to mills and pole yards in the locality. Some of the logs are hauled over the private road and some of them are hauled over the highways.

The unique part of this Managed Forest is that they are operating almost entirely with second growth timber. A great deal of their harvested trees have been planted and grown by Crown Zellerbach. Some of the stands that are now being thinned are about 34 years old. This Managed Forest is operating in the future. That is their operations are a forerunner of what Managed Forests will be like. Their problems are new because they are one of the first divisions to face them. They are operating almost entirely with small logs and they are learning and pioneering procedures that will be later used by the entire industry.

The predominant trees are Douglas Fir. Other types are western red cedar, western hemlock, red alder and grand fir.

The Stamm Managed Forest provides employment for about 110 Crown Zellerbach employees. In addition Contract Loggers work in this Managed Forest and they hire more loggers.

EDWARD P. STAMM

The managed forest is named for the late Edward P. Stamm, for many years a leading figure in industrial forestry. Mr. Stamm was the company's vice president for timber at the time of his retirement

LOADED LOG TRUCK PASSING IN FRONT OF A GRAPPLE YARDER ON THE CLALLAM MANAGED FOREST.

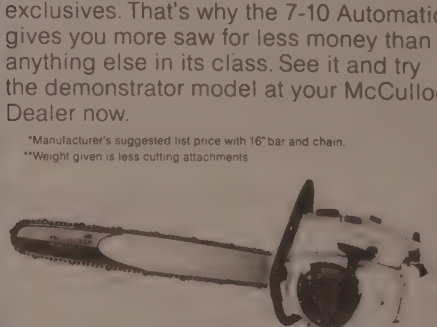
SELF PROPELLED YARDER AND STEEL TOWER ON THE CLALLAM MANAGED FOREST.

MOST POWER FOR LEAST COST

McCulloch introduces the new 70" 7-10 Automatic. It weighs less and has more power than any other saw in its price class. Starts at $239.95* complete with bar and chain.

The weight? Only 12½ lbs.** So you can limb more easily, and work longer with less effort. And the new left-hand start lets you move close to the ground for easy falling. **The power?** This big 70cc (4.3 cu. in.) engine delivers over 1 hp per cu. in. The higher power-to-weight ratio lets this lightweight out-perform many heavier saws. **The price?** Just consider what you get. Automatic self-oiling. New choke type carburetor assures super fast starts in any climate hot or cold. 16" bar and chain included. And many other McCulloch exclusives. That's why the 7-10 Automatic gives you more saw for less money than anything else in its class. See it and try the demonstrator model at your McCulloch Dealer now.

*Manufacturer's suggested list price with 16" bar and chain.
**Weight given is less cutting attachments



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CONGRATULATIONS ON CROWN-ZELLERBACH'S 100th BIRTHDAY

FROM — ALL McCULLOCH CHAIN SAW DEALERS

LUCKY. J. T. DISTRIBUTING CO. PORTLAND and **PACIFIC EQUIPMENT CO.** SEATTLE

Marion Grant, white shirt, and Danny Mulford un-snarl the chokers on a special yarding machine. More about this logging method on the next page.

in 1957, and he remained a consultant to Crown Zellerbach on forestry matters until his death in December, 1964. He was an early advocate of many of the modern forestry techniques now considered standard practice on the managed forest bearing his name and throughout Crown Zellerbach's Northwest timber operations. During his career in logging and forest management, Mr. Stamm helped to develop intensive management of old growth and second growth timber stands through salvage logging and thinning. He introduced the blade-equipped tractor (bulldozer) to the field of logging and for years this piece of equipment was known as the "Stamm Blade." He was also a pioneer in the strapping or bundling of log rafts for waterborne shipment. His accomplishments and leadership in logging and forestry earned him recognition on an international basis. At the time of his death he was president of the American Forestry Association. Other honors included being named a fellow in the Society of American Foresters, and serving as a member of the United States Forestry Exchange team to Russia in 1959.

ROAD SYSTEM

The Stamm Managed Forest has 135 miles of rock roads and 170 miles of dirt roads and 13 wooden, one steel and 12 concrete bridges. This extensive road system provides access for fire suppression and enables efficient transport of harvested timber. Rock roads are constructed at a cost of more than $12,000 per mile (excluding costs of bridge building) and are built for permanent all-weather use providing maximum year around employment for local loggers. Maintenance of a high quality road system is a continuous project requiring considerable expenditure of labor and capital. Rerocking, resurfacing, grading, culverts, cuts and fills and removal of slides are part of the many recurring road projects on the Stamm Managed Forest.

In 1964, Crown Zellerbach completed construction of the 22-mile long Columbia Forest Road. This all-weather roadway runs from the reload point at the Stamm Managed Forest headquarters four miles north of Vernonia to the company's log boom at Scappoose on the Columbia River. In general, it follows the route once used by the Clark and Wilson logging railroad. The road is the first private log transportation artery out of the Nehalem Valley since trucks replaced the logging railroads. The road, built at a cost of $1/3 million, includes six pre-stressed concrete bridges and an overpass which allows a county road to pass above the forest highway. The road relieves log truck pressure on public roads and permits more efficient hauling of long poles and pilings and the transportation of loads of logs too large for travel on public highways.

LOGGING

The area now included in the Stamm Managed Forest was first logged almost 100 years ago, beginning with hand logging and ox teams shortly after the Civil War. Today loggers fell trees with power saws. Tractors and high lead systems skid the logs to the truck loading point (landing). Shovels with hydraulic tongs load the logs on trucks powered by diesel engines with 220 to 335 h.p. rating. These trucks haul the logs on the Columbia Forest Road to the booming ground on the Columbia River near Scappoose. Here the loads of saw logs are wrapped with steel bands, picked off the truck, lowered in the water and floated as "asparagus" bundles that are towed in rafts to Crown Zellerbach's sawmill at Columbia City. Logs best suited for poles, piling, or plywood are sorted, rafted and sold to wood products industries along the river or used at Crown Zellerbach's green veneer plant and pole yard.

On my first day at the Stamm Managed Forest it was my pleasure to hitch a ride around the operations with Woods Foreman Frank Floeter. One of the first places we visited was the unique logging machine shown above. It is a Lorain Crane, about three quarter yard I'd guess, mounted on a Surplus Tank. By looking closely you can spot the two guylines above the center pin of the machine. This rig is built to yard with. In this location the mainline is run out across the timber and tail holted to the back end. The skidding line runs thru the carriage and has four to six half inch chokers hung on it. Thus the carriage is slacked back to the rigging crew, it slides down the skyline taking the skidding line and rigging with it. The crew, Marion Grant (Rigging Slinger) and Danny Mulford, set the chokers and machine operator, Jim Hurtado, comes ahead on her. When the turn gets to the landing lines are slacked and hook-tender, who was this day chasing landing, Gerald Moran unhooks the chokers and away it goes again.

On Friday October the ninth 1970 (the day this writer was 52 years of age) they yarded and piled 301 logs. This production earned them a prize from Manager Wes Hicks. They yarded 1109 logs during the week before my visit. Use a three quarter mainline, or skyline, and a five eighths skidding line.

Jim Hurtado, in the picture above, wears Ear Mufflers to protect the ears from noise. Many many of the Crown Zellerbach operators wear these mufflers.

The machine weighs 41 tons, 82,000 pounds!

* *

"Greetings

From The Octogenerians at Simpson"

Simpson Timber Company

Founded 80 years ago at Shelton, Washington

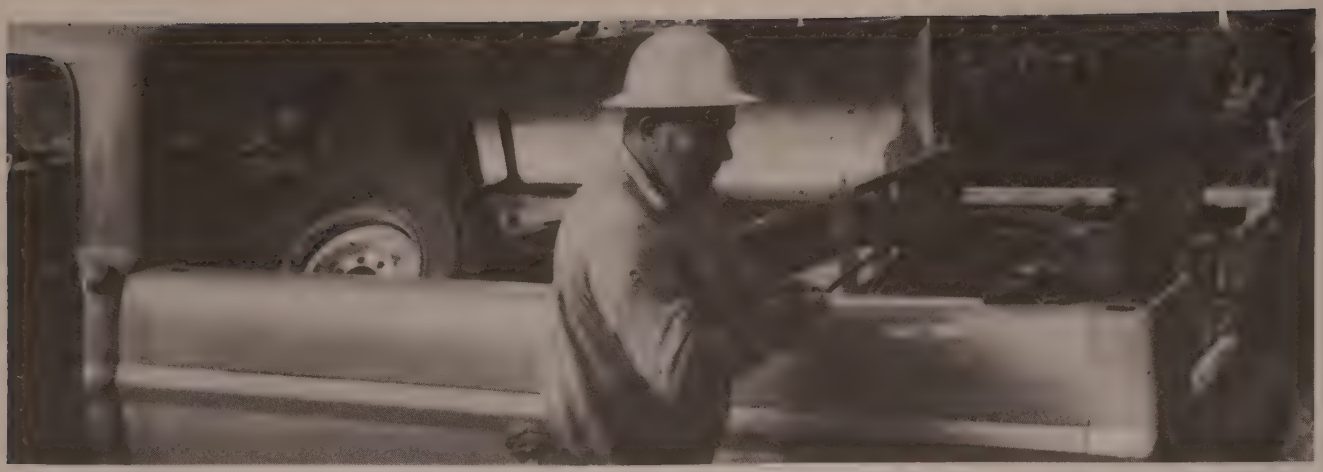
To the left, on the ground, in the picture above is Danny Mulford. Danny sets chokers on this machine. Just ahead of him in the white sweat shirt is rigging slinger Marion Grant. Marion is just saying something as the picture was taken. Up on the machine with the ear mufflers in his hand is operator Jim Hurtado. On the ground to the right is hook - tender Gerald Moran.

These men are in the starting stages of moving this machine down the road to a new location. Move was about 50 or 60 feet. At their present location the machine, and the tracks, are headed toward the logging. The log in front of the tracks blocks the machine from going ahead. So in this case they do not use guylines.

In their next location the tracks of the machine are pointing up and down the road and at right angles to how the logs come in. In the new location it was necessary to run out and tail holt the two guylines. They pack the log, blocking log in front of the tracks, with them and use it over and over. To move the machine the operator, Jim Hurtado, climbs down into a nest in the tank just under the place where the heel boom anchors and just behind where he is standing now. Then he starts the tank engine and drives the whole shooting match from there.

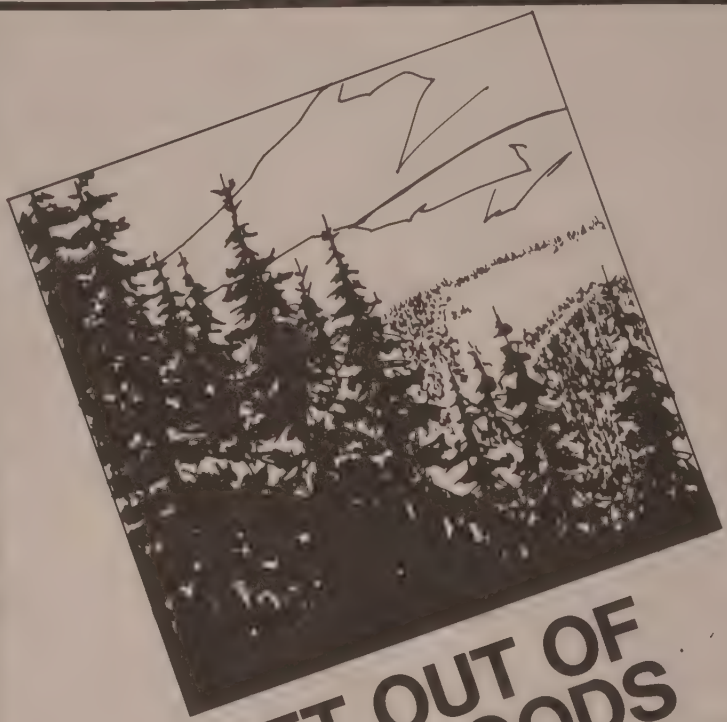
* *

MIKE GRADY, pictured at left, marks a tree for harvesting with a squirt of paint from his squeeze hard - sprays easy paint gun. Mike is a Marker-Scaler and one of the things that keep him busy is running around thru the timber marking the trees that are to be fell and bucked and yarded to the road.



ED JUSTICE getting some tools from the rear of his pick-up. That is Ben Westbrook just coming into the picture on the right side. Ed is a Cat Skinner for Crown Zellerbach on the Stamm MF.

FRANK FLOETER, Woods Foreman, and GERALD MORAN. Gerald is the hook-tender on the Lorain Logging Crane. Stamm Managed Forest with headquarters near Vernonia, Oregon.



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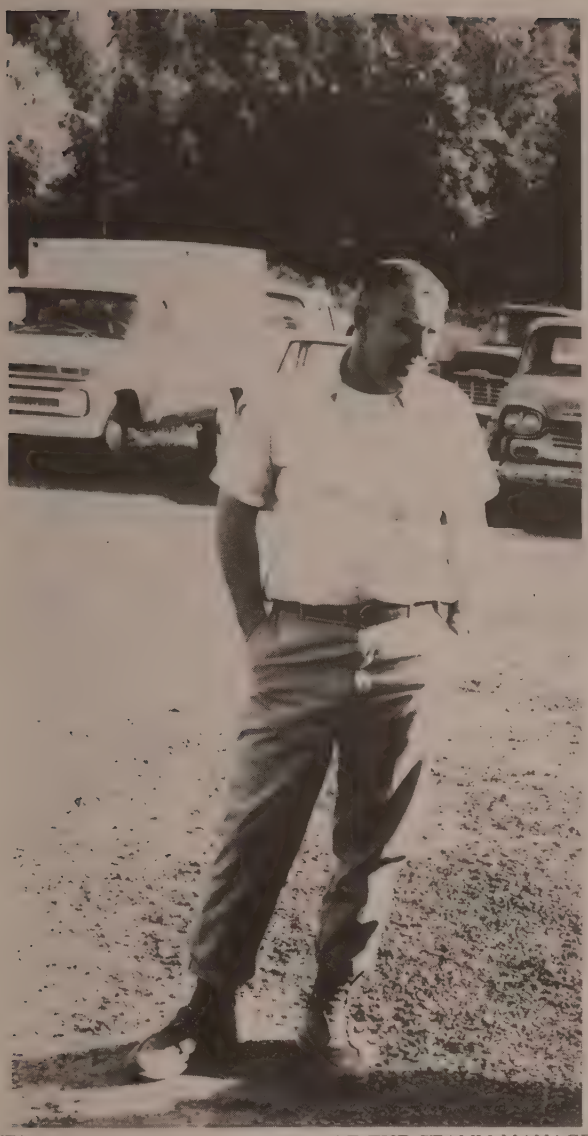


WES HICKS, DIVISION MANAGER OF THE STAMM MANAGED FOREST.

One of the jobs a writer is called upon to do is to acquaint the reader with certain people. In my type of writing there is no big need for a physical description because usually close by to the writing is a picture of the culprit. Thus you can see the physical machinery he possesses for yourself.

Now describing the man is a very difficult thing. I have in mind the stand out characteristics of a man and his personality that comes from person to person confrontation. I listen to his talk, observe his sense of humor, get a feeling for his area of interest and try, in a short while, to get to really know the man. Of course it is impossible to really get to know the man. But some things stand out and are well worth mentioning and talking about.

So I'm pretending that you asked me the question: "What is Wes Hicks like?" In answering that question I must tell you that I've never met a man that I liked any quicker than I did Wes. He seems to be the most natural critter, a man filled with natural and sincere kindness, a man that wants you to be at ease, a man that is interested in you. Yet he has a strength that comes with experience and experience comes with trying and succeeding and with failing. "Wes went to work in the engineering department and soon he was running the department;" is what one man told me. So that statement said that he has ability. The ability to do the work. The ability to get others to cooperate with and work with him.

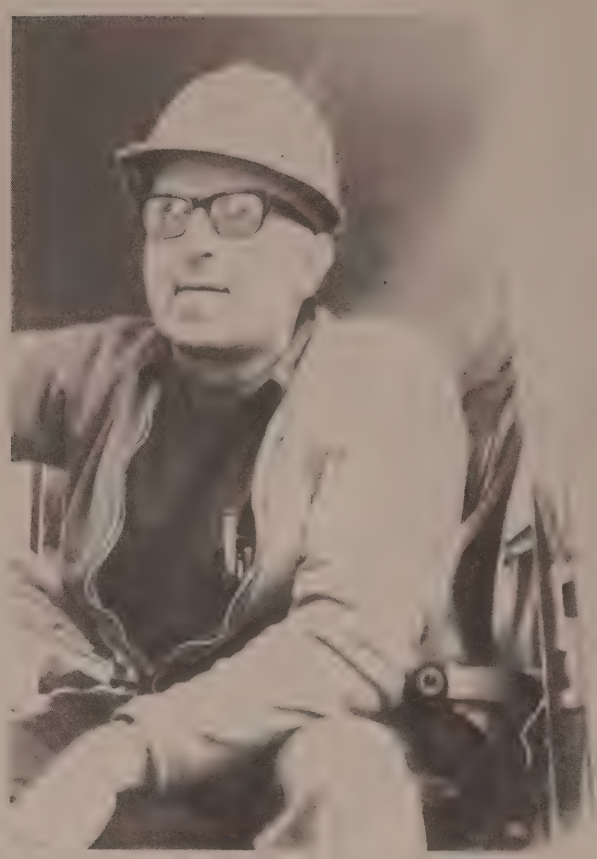
That statement said Wes Hicks is a successful man. If you accept the proposition that success is the constant journey toward your own planned and personally worthwhile goals then you must further accept the proposition that a man can not be successful by accident, he must plan and work for it, he cannot be successful because someone gave it to him.

Then when a man goes up in his department it is because he either outlasted everyone else or that he rose thru the department by ability and by desire. That takes planning and it takes thinking and it takes work. Work that is outside the boundaries of the eight hour working day.

Further when a man is a Division Manager he's got something, he's got a lot on the ball. A man could be unfairly elevated to this position I suppose. He couldn't stay there and handle the job unless he has the stuff for it. Another man told me, "Wes is a comer." That says he got his position on merit and he is going to last and improve.

The higher a man gets usually the busier he becomes. I arrived unannounced at Wes Hicks division. This bothered him even less than it bothered me. He took it in stride and even found time, in the evening after work, to sit and talk for a very enjoyable hour. He talks easy, he talks sense and he talks honest. He shows no evidence of malice but rather of a man who is doing what he wants to do; a man who welcomes challenge and a man who meets and defeats problems as a matter of course.

I was told that Wes and his wife have eight children. I think they have a very lucky group of kids!



ED HARTZELL, Log Truck driver on the Stamm Managed Forest. I met Ed on the last day of the 1970 World Series. Was enjoying a lunch in the sunshine with Frank Floeter, Ted Bodenhammer, Ray Lamping and Ed Hartzell. Ed has a small portable radio to listen to the Series on.

Ed has been driving truck for many miles for Crown Zellerbach. His hobby is digging around old logging camps and such looking for bottles. One time he found a half gallon, said it had to be made before 1925, of good home made whiskey. The half gallon jug had been hidden and forgotten and never seen the light of day till Ed found it.

That is Rare drinking material!

Unit Loading machine with Bill Wilcoxen at the controls loading out some logs that were yarded, sorted and decked by Hank Owens and his crew. Second loader is Mike Kretchmer. Carson Strong is driving the truck the trailer is being lifted off of. Stan Chandler was driving the truck that loaded next. These logs were hauled to the booming grounds at Scappoose.

These logs are decked into four different sorts, sawmill logs, small export logs, poles and piling is the way I think they are sorted. Keep in mind that I could be wrong.

When the logs get to the booming grounds they are weighed in before being unloaded.

These logs were yarded and decked about two months prior to being loaded out.

To the left is a picture of a neatly bearded hook-tender. Ray Lee who tends hook for George Oller Logging Company. George is a contract logger for Crown Zellerbach at their Cathlamet Operations.

The truck getting its load is the one that was having the trailer unloaded on the preceding page.

As the truck pulls away you'll observe how uniform these logs are and how many of them it takes to make a load. These logs are the thinnings from a stand of timber about forty years old.

Great care is taken to get the highest quality product that is possible from this timber. These logs are the result of thinning a second time, first thinning took place in 1966 or 1967. Next thinning will likely occur in about four years. Ideally during the growing time between thinning operations the growing timber will grow to offset the amount thinned.

Bottom left picture shows Shovel Operator Bill Wilcoxen and second loader Mike Kretchmer.

Picture just below is Carson Strong, Log Truck driver.

Two man crew, Arvil Carter (rigging man) and Delmar Mitchner (Skidder Operator), logging with the Clark rubber tire skidder. These two fellows rush out the logs. The logs are decked in a large pile to be loaded out later. On this particular operation they do not sort and deck the logs. They put them all in the same pile and the logs are sorted as they are loaded.

Lower picture same machine and operator heading for the landing.

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LeTourneau Model 2592 in action! *LeTourneau Log Stackers are available in capacities from 60,000 to 120,000 pounds.*

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LeTourneau's all-electric power means significant advantages: Lower operating and maintenance costs, higher horsepower to weight ratio, all-around production boosting performance.

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FRANK CHANDLER coming in with a turn of logs. Frank contract logs for Crown Zellerbach on the Stamm Managed Forest.

BOB BRONS. Bob is the operator of a grapple yarder at Cathlamet Managed Forest.

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Truck mounted Hydraulic loader (above and below) is built to handle 'stand alone trailers.' Man behind truck is 'Rusty' Bernardi and man climbing on truck is second loader Ron Queen. With this truck and loader they move the trailers around to the log pile. Set them up, load them, and then tow them to a turn out so that the returning truck can unload the trailer he is packing and back under and take the loaded trailer. Slick system.

Truck bunks are raised by hydraulic jacks built into the truck. Once raised the legs are swung out. When the jacks are let down the truck bunk end is held up by the legs standing on the ground.

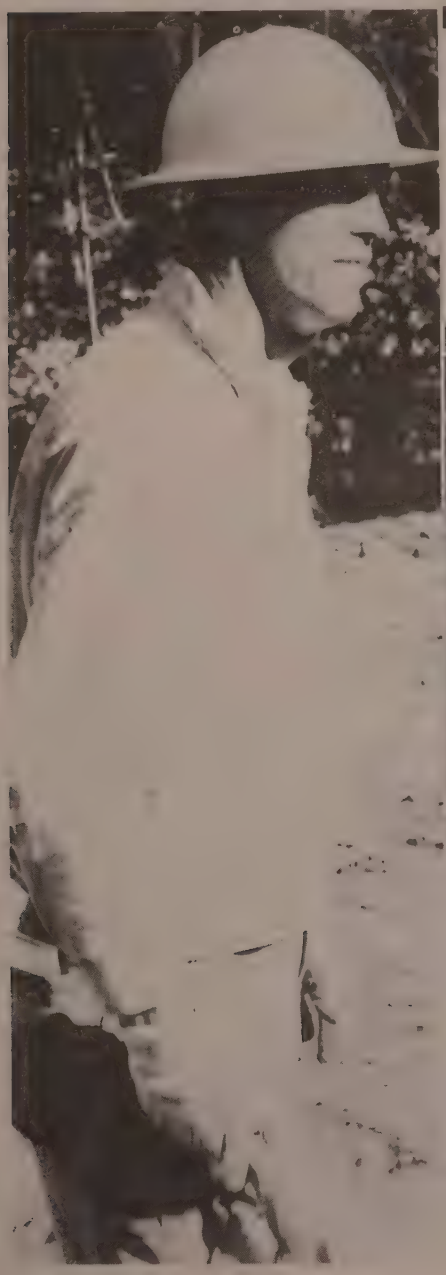
EARL BASKA, Log Truck Driver, has just backed under a pre-loaded trailer and hoisted the truck bunk into the air with his hydraulic jacks. Now he has slack in the legs and is heading for the leg so that he can swing it back under the truck frame and out of the way. After that he will clamber aboard his truck, lower the hydraulic jacks, climb out again and hook various things up so the truck and load is solidly and safely connected together. From here he heads to the log dump at Scappoose.

* *

The yarding machine at the top of the road is a D6 Cat with Chick Jensen doing the operating and Jerry Hanson doing the rigging work. This machine is yarding and piling logs close to where the Rubber Tire Skidder is working. They get a lot of wood.

Pictured above is a fine mountainside of young growing timber. Below is Ray Lamping who was this day second loading on a Northwest three quarter yard truck mounted log loader which is operated by Ted Bodenhammer.

log hog



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A specially compounded natural rubber tread (up to 50% thicker than many other competitive tires) is designed for grinding, abrasive service off-the-road and the higher temperatures of short hauls over the road.

Other General strongpoints: tear-resistant tread design for superior two-way traction and self-cleaning action. And General Tire service. The kind that keeps your tires going strong and your costs down.

For further information, call Bill Cunningham Truck Tire Sales Manager, 503-226-7011

GENERAL TIRE

The Heavyweights
–from the tough new generation of Generals.

TED BODENHAMMER at the controls of his loading machine. He is loading the truck driven by Ed Hartzell. Second loader is Ray Lamping. A trio of good men.

Ted is loading out of a large pile of relatively small logs that were decked by Chick Jensen and Jerry Hanson. Since the logs are not sorted Ted must do a lot of picking up and putting down.

There is talk of this operation putting in a dry land sorting yard. Then a loading operator such as this one could load every log as he came to it. The load of logs would go to the sorting yard where the load would be lifted off and spread out over skids. Then they would be loaded in cribs. They would be sorted as they were loaded into the cribs. Next step would be to load them on a truck and send them to their destination.

Save a lot of time for the loader operators since they wouldn't have to sort the logs but could load them as they came.

* *

BEN WESTBROOK is taking time to light up a smoke. Ben was running a rubber tire skidder this day. Rather the first part of the day they were doing some repair and maintenance on the skidder. Soon Ben is going to shift over and operate the Lorain logging machine. Jim Hurtado is going to run another hi-lead machine. Bill Eckland, who was assisting Ben in the maintenance and repair work, will then operate the Rubber Tire Skidder.

That's all happened long before you read this - - - - - just thought you might like to know!

BELLINGHAM LOGGING COMPANY. Art Bellingham, owner, above. Art logs for Crown Zellerbach on the Stamm Managed Forest. Presently he is using a John Deere 440 Rubber Tire Skidder, a Franklin Skidder and an A.C. HD-6 Crawler. George Bellingham runs the John Deere, Joe King pilots the Franklin and the timber is fell and bucked by Marvin Bloomer and Ray King.

In this operation they fall and buck the timber, skid it out to a road and sort and deck it into four piles. Art was running a high lead logging operation but it is temporarily shut down.

A happy man, good logger and a good machinery maintainer is Art Bellingham.

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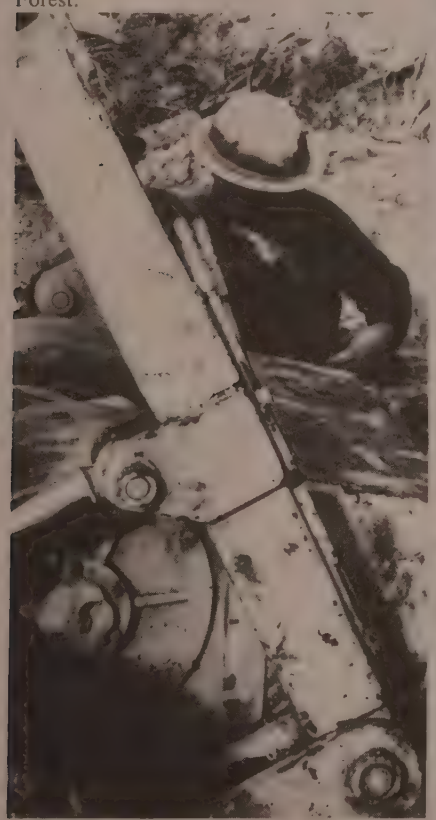
Below is BILL ECKLAND taking a well deserved break. Bill is a Skidder operator for Crown Zellerbach on the Stamm Managed Forest.



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BELLINGHAM LOGGING COMPANY

Above Joe King dismounts from his Skidder to eat lunch. To the left George Bellingham checking over the John Deere 440 Skidder. This was the day for maintenance and the inserting of Anti-Freeze.

To the right is Art Bellingham, the happy logger, as he goes about his self appointed duties. Headquarters for Bellingham Logging is at Birkenfeld. Am told that at headquarters Art keeps his airplane. He told me that since his Mother lives in Vancouver, B.C. they get a lot of flights per year up to visit her.

Art has been logging for Crown Zellerbach for 16 years. He is a member of Loggers Theft Prevention Co-op and his Registered Brand number is OAB031.

Bellingham Logging Company - - - think there is a town up in Northern Washington named after this man Art Bellingham!

C&C LOGGING COMPANY—FRANK CHANDLER OWNER

C & C LOGGING COMPANY, Frank Chandler owner. In the picture at the left Jack Tobin, Contract Logging Supervisor at Stamm Managed Forest, talks with Frank Chandler who is holding his hard hat in his hand. Frank a young man (28) is a hard working logger with lots of savvy. He runs his HD-6 and sets his chokers. The one man that works with him is ElRoy Miner, who falls and bucks the timber.

The timber Frank is working on here is going thru its second cycle of thinning. It was thinned the first time three or four years ago. Frank's job is to fall and buck, skid the logs to roadside and then sort and deck them into four piles. Frank is the Son of long time Crown Zellerbach logger, Stan Chandler, that happy man you met on page one.

Jack Tobin is a newcomer to the Vernonia area but not to the Crown Zellerbach organization. Jack has worked in the Tillamook area and spent a lot of time in the woods down in the Tahkenitch Managed Forest. Jack is a real professional at his job and has mastered the ability to get lots of work done but in a relaxed fashion. Another young man on the way up.

C. A. & K. LOGGING COMPANY, Dewey Kearsley (above left) and Art Cole (above right) owners. Each of these men operate a logging machine, Dewey runs the S7 Paylogger Rubber Tire Skidder and Art operates the HD-6 Crawler equipped with Blade, Drum and Garrett rubber tire Arch.

Harvey Gore, (below left) and Ed Schmidt (below right) do the falling and bucking. Each of these men carry a hammer on their belts. Thus when they need to pound in a wedge they have a hammer with them. They say they never, hardly ever, need an axe with their direct drive chain saws. In this area, not only for this company, all of the timber is limbed as it is fell and bucked.

Both the owners set their own chokers for the machines they operate. They have good machinery, good men and they know what they are doing!

HANK OWENS (pictured below) CONTRACT LOGGER. Hank logs for Crown Zellerbach in the Stamm Managed Forest. He and his crew got out the logs that were being loaded on Carson Strong's truck back on page 131. Hank uses an HD-6 to build skid trails with and also to yard logs. His rubber tire skidder is a John Deere 440 and Hank says he especially likes the high lift blade when piling logs.

Hank runs the HD-6, Harry Daniel operates the Skidder (in picture above) and Jack Rismoen does the falling, bucking and limbing.

The day I met Hank he was away back in the thick timber carving out some trails for the skidder. Almost dark back in there. Ordered the book, 'Crown Zellerbach Loggers' and a two year subscription to Loggers World. On top of being a gentleman of rare taste he is also a good logger. What more can you compliment anyone?

Skidder-loader adds flexibility and profit

This dual-purpose AMERICAN can move into steep-sloped or small timber areas, and harvest fast *and profitably*. It's both a skidder and a log loader.

On skidding work, 3-speed transmission plus torque converter give you plenty of beef for snaking anything from small timber to 3000 board footers. No need for guy lines — this 500 Series AMERICAN has plenty of stability to skid far and wide without guy line support. On steep slopes, a high-speed "slack kicker" shoots the choker or tongs down the hill on a tight line. No time wasted.

After logs are decked, this same machine converts to log-loading duty in a jiffy.

For more about this cost-cutting skidder/loader, see the AMERICAN HOIST dealer in your area.

TIMBERLINE EQUIPMENT Co., Inc.

3133 N.W. St. Helens Rd. Portland, Oregon
Phone: (503) 227-5473

AMERICA

To the left is John Deere Skidder operator Harry Daniel getting off the machine to unhook a turn of logs he just delivered to the landing. Harry runs Skidder for Hank Owens.

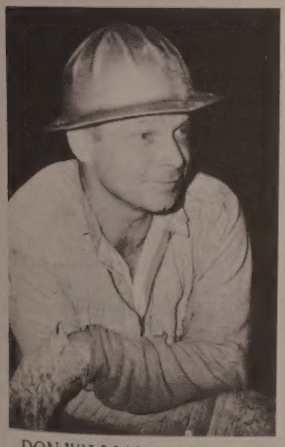
Bottom left picture shows Jack Rismoen filling up his hungry chain saw. This man falls and bucks enough timber to keep both machines going. . . he works hard and he works smart.

* *

The series of pictures below were taken by Gordon Young (Personnel Supervisor at the Cathlamet Managed Forest) of Don E. Williamson topping a tree back in 1963. This same Don E. Williamson is now the woods foreman for the Tillamook Managed Forest.

DON WILLIAMSON TOPPING A TREE IN NINETEEN SIXTY THREE

Pictures by Gordon Young



DON WILLIAMSON

THE START

A BIG TALL ONE!

TOP TIPPING OUT

ALMOST DONE

DONE!

ABOUT FINLEY HAYS
By Otto Oja

THIS IS AN EXCELLENT CHRONICLE OF CROWN ZELLERBACH LOGGERS, OF THEIR METHODS AND MACHINERY. IT IS PURE REPORTING AT ITS BEST. THROUGH ITS AUTHOR IT BECOMES MORE THAN THAT. IT IS ACTION ALONG THE WAY OF A LOGGER WHO HAS LIVED THE WORK, ENGAGED THE MACHINERY, AND TROD THE FORESTS WHICH HE PHOTOGRAPHS AND OF WHICH HE WRITES. HIS CORKS HAVE SUNK INTO LOGS AND SPARKED ON RIGGING, AND HIS ARMS STRETCHED FROM DRAGGING CHAIN SAWS THROUGH BRUSH FROM THE REDWOODS TO ALASKA. NO INDUSTRY HAS BEEN MORE FORTUNATE IN HAVING AMONG ITS OWN A MORE CAPABLE, IMAGINATIVE, VERSATILE, COLORFUL, AND ENTERTAINING REPRESENTATIVE OF ITSELF THAN LOGGING HAS IN FINLEY HAYS. HIS CAREER CAN BE DESCRIBED AS RECKLESS. HE HAS LEANED TOWARD THE UNTRIED, AND BRINGING SUCCESS TO WHERE HAS BEEN FAILURE. HE WAS ONE OF THE FIRST TO USE A CHAIN SAW FOR LIMBING AND TOPPING SPAR TREES. AS SALESMAN HE BROUGHT THE TALKIE TOOTER TO THE INDUSTRY AGAINST ITS REJECTION. AS A WRITER HE WROTE THE POPULAR "LIES, LOGS AND LOGGERS" WHERE HE BROKE ALL THE RULES OF WRITING AND ECONOMICS BECAUSE HE DIDN'T KNOW THEM. HE INTRODUCED THE LOGGER'S NEWSPAPER "LOGGERS WORLD" THE SAME WAY, BUT THROUGH IT BECOMES A CAPABLE PROFESSIONAL VERSED IN THE COMMERCE OF LOGGING. THIS BOOK, "CROWN ZELLERBACH LOGGERS" REFLECTS HIS TALENT AS A PHOTOGRAPHER AND WRITER, AND HIS ABILITY IN THE BUSINESS WORLD OF PUBLISHING, BUT HE BREAKS THE RULES AGAIN.

GENE PASINI - - - Artist. This young man is completely enthralled with logging machinery and loggers. His special pets are the big off hi-way logging trucks that carry one load of logs and pull one or two more logs. He has visited many Crown Zellerbach Operations, both in the United States and in Canada, and he has watched and learned. He has drawn the big trucks, the Peterbilts, the Kenworths and the Hayes Trucks, with their loads and their trailers. He has drawn all sorts of logging machinery but the big trucks are his first choice.

Gene Pasini is a commercial artist. He is an Art Director for a large Advertising Agency. Gene works in Seattle but lives in Auburn with his wife and new boy child. Born and raised in Montana Gene likes the outdoors and takes his family on week-end excursions at every chance. Gene Pasini is a good artist, as you'd guess from a man who makes his living at it and as you can prove by studying his sketches in this book 'Crown Zellerbach Loggers.'

Fine man, excellent Artist - - - - - it is our good luck to know and to be associated with Gene Pasini!

INTRODUCTION:

Crown Zellerbach Loggers Con't from page 89.

These loggers you are going to read about are the cream of all that we think of when we picture a MAN. Get acquainted with them. I'm proud of them and proud of our association with these LOGGERS.

The LOGGERS OF CROWN ZELLERBACH.

Crown Zellerbach is a large and a fine company. A leader they are and have always been. Their timber management is a model for others to study. Their tree planting, planting trees to replace those harvested, started before the turn of the Century. Their safety program is the envy of many logging companies. We aren't here to praise Crown Zellerbach we are here to report on Crown Zellerbach Loggers. That is the area of our interest.

The reporting will be sketchy because the report covers many men, methods and geography. The report will be graphic. The interest in and understanding of pictures passes all communication barriers. So we use lots of pictures. Pictures of men and machinery.

In these days of sophisticated business practices. Of extensive and intelligent management. Of the very latest and the most modern of machinery of all types. In these days of time organization and research and of planning we find that the companies in competition with each other have about the same access to Capital and Machines.

Therefore the big difference between one company and another must be in the men. The men that run it and the men that do the work. A quarter of a million dollars worth of machinery is as helpless and as useless as half a Safety Pin without the men to master and use and operate that machinery.

This I think is what is most impressive about Crown Zellerbach. They have superior management and they have superior men to get the logs. They have a blend of good machinery and good men. All the way up and down the line they give the human element the highest priority. They take care of their machines, their land and their loggers.

They have good loggers and they stay. Loggers are a breed apart. Crown Zellerbach Loggers are good loggers.